

SHERWIN WILLIAMS  
PAINTS & VARNISHES



ANDERSEN MEYER & CO. LTD.

# The Hongkong Telegraph.

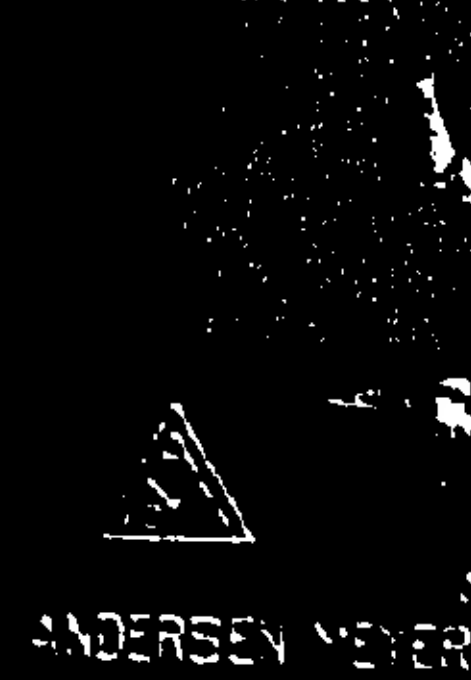
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THURSDAY, DECEMBER 2, 1920.

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Dutch Boy  
Red Lead



ANDERSEN MEYER & CO. LTD.

## LATEST SPECIAL TELEGRAMS.

(From Our Own Correspondents.)

### THE TROUBLE AT ICHANG.

#### Looting and Burning Continue.

Shanghai, December 1.

The Hankow office of the Standard Oil Company wires that looting and burning are continuing at Ichang, and there are no gunboats there. There has been considerable property destruction, but the lives of foreigners are not endangered. Shanghai naval circles state that British and American gunboats have been ordered to proceed to Ichang hurriedly. H.M.S. "Gnat" is proceeding from Hankow. The U.S.S. "Monocacy" is the nearest and is sailing to Ichang from Wahsien.

### ZIONIST EMISSARY AT SHANGHAI.

Shanghai, December 1.

Mr. Israel Cohen was given a tremendous greeting at the Palace Hotel this evening when addressing the local Jewish community.

## TO-DAY'S CHINESE TELEGRAMS.

Peking, December 1.

In regard to the cancellation of the Military Pact the Japanese Minister still insists on the Eastern Railway being guarded by the Japanese. The Government considers that there is lack of sincerity on the part of Japan and has decided to declare the cancellation separately.

Dr. Wellington Koo has reported that the question of the losses suffered by China has been held over by the Peace Commission of the League, on the ground that China has not signed the Treaty but it has been formally declared before the Treaty Execution Commission that these questions are being reserved.

Shanghai, December 1.

A rumour prevails here that Tuan Chi-jui and Hsu Shu-tsang are on their way to Canton to take part on the reorganisation of the Military Government.

A highest naval title is granted to Admiral Lum Po-yik of Canton on his return to the North.

(Other Early and Special Telegrams on Page 2.)

## GOLF.

### Scotland v. the Rest.

Teams representing Scotland and the Rest will meet at Fanning on Sunday, 5th December. The main course will be reserved from 9.30 a.m. to 11.04 a.m. Players are requested to go out by the 8 o'clock train. There will be singles in the morning over the main course and four-somes in afternoon over the Relief Course.

The following are the teams:—

#### SCOTCH.

T. W. Hill  
B. D. C. Morgan  
T. S. Forest  
J. L. Crockett (Capt.)  
Major Leslie Smith  
A. H. Ferguson  
J. B. Ross  
Hon. John Johnstone  
E. Davidson  
N. C. Wilson  
A. C. Leith  
R. E. Macdougall  
B. Bruce  
J. D. Kinaird  
T. R. Chasels  
E. F. Nicoll  
J. W. Patton  
K. S. Morrison  
Dr. Chas Forsyth  
Dr. Valentine  
F. Maitland  
N. S. Marshall  
N. J. Morrison  
G. M. Young

#### THE REST.

Major Bagnall.  
R. L. D. Wodehouse.  
R. M. Smith.  
G. S. Archbutt.  
Captain James.  
Capt. W. E. Gribbell.  
W. D. Kraft, (Captain).  
Captain Warner.  
P. J. Paravicini.  
A. H. Crew.  
C. E. H. Beavis.  
R. A. Camidge.  
R. Hancock.  
Major Downing.  
Major Edwards.  
N. L. Smith.  
J. Hooper.

## BILLIARDS.

### Palace Hotel Handicap.

In the final of the above Handicap last night Mr. A. Tse succeeded in beating Mr. Ho Sai Man, and carried off the splendid cup put up by the management. By mutual agreement, they played 400 up and some very interesting play was witnessed. The final scores were:—Tse, 400; Ho Sai Man, 297.

The highest breaks of the winner were 32, 31, 18, 16, and 15 whilst the loser compiled 38, 26, 24, 21, 18, 17, 16, 16, and 15.

Mr. J. Parkes kindly consented to present the prizes and in a very appropriate speech declared the winner of the 1st prize silver cup Mr. A. Tse, the 2nd prize silver cup Mr. Ho Sai Man and the 3rd prize Mr. R. Thomas. For the highest break Mr. A. G. Pile, with a break of 51, received a silver cup.

#### INTERESTING HANDICAP.

During the prize presentation it was announced that Mr. Ho Kom Tong, who is the father of the winner of the second prize, has kindly offered to put up prizes for another Handicap to the extent of \$400. The Management has apportioned the prizes as follows:—1st prize Cup, \$200; 2nd prize Cup, \$100; 3rd prize, \$50; Highest breaks, \$50. The Handicap is now open for entry. The entrance fee is \$3, but the Management wishes to announce that all entrance fees will be devoted to charity.

F. Bevington  
C. A. Peel  
M. M. Maas  
Col. Cox  
N. L. Leeffe  
H. Scott  
L. S. Greenhill

The first pair will drive off at 9.32 and the remainder at intervals of four minutes in the order given.  
Players are requested to order their own tiffin.

## PIRACY.

### Armed Robbers Board A Junk.

The steersman of a night soil junk has reported to the Police that on the night of Tuesday last his junk, whilst anchored at Kwai heung in the Chin Wan District, was boarded by a gang of six robbers who were armed with daggers. Awakened by the noise of tramping on the deck occasioned by the pirates boarding the vessel, the steersman emerged from his cabin and was confronted by the daggers of the robbers who proceeded to hustle him and the three other members of the crew into the hold. The hatch was battened down, whilst the robbers looted the boat, eventually making their departure in a fishing junk with \$112 worth of broken cable and eight pieces of clothing, of the total value of \$75.

## NEW PUBLICATIONS.

### "The Army Quarterly."

The first number of the *Army Quarterly*, incorporating the *United Service Magazine*, announces the policy of this new-old review as being "to provide a forum for the discussion, explanation and review of all military affairs." The publication will go far further than this by not only seeking to attract the attention of the numerous temporary ex-soldiers as well as of those engaged in the profession of arms, but also by opening its columns to the contrary aspect—pacifism.

The opening number contains numerous contributions from writers of weight. Lieut.-General the Earl of Caran, whose fine leadership of the British forces in Italy will be easily remembered, discusses the 1917-18 campaign in that region; Lieut.-General Sir Noel Birch handles "Artillery Development in the Great War"; Wing-Commander J. A. Chamier discusses "Aircraft Co-operation with Infantry" while Mr. Helaire Ballo writes on "The Obstacle of the Somme Valley." Major-General G. C. Dawney has been secured as editor and Lieut.-Col. C. M. Headlam as assistant editor of the review, which is published by Messrs. Wm. Clowes and Sons, Ltd., London, 7s. 6d. or 39s. per annum, including postage.

## KIANGSI NATIVE TRADE.

In "Kiangsi Native Trade and its Taxation" (the Commercial Press, Shanghai) Mr. Stander Wright, of the Chinese Customs Service, sets out to the study in detail the trade-taxing offices of a province and their influence on the trade taxed. The province here dealt with is Kiangsi, the author adding that the tax conditions affecting domestic trade in China are essentially similar in all provinces. Mr. Wright has contrived to assemble in a single volume a remarkable quantity of material about the various industries, which he surveys with a cogency born of experience, and keen interest, his conclusion being that centralised control is inevitable.

## FOOTBALL.

### Second Division Matches.

The following 2nd Division League matches will take place on Saturday December 4th:—  
2.30 p.m.—Fungjais v. United F.C. Navy "B" ground.  
2.30 p.m.—Oilers United v. Club de Recreio, Navy "A" ground.  
2.30 p.m.—Club Res. v. Staffs & Depts. Club ground.  
4 p.m.—South China v. Indians F.C. South China ground.  
4 p.m. Kowloon v. St. Joseph's, St. Joseph's ground.

## M. C. L. BAZAAR.

### The Financial Result.

We have received the following for publication:—

Dear Sir,—Will you be kind enough to publish the following statement of accounts,—the result of the Hongkong Women's Guild and Ministering Children's League Bazaar held at Government House on November 6th? Owing to our having had to depend entirely on the bazaar this year, without any outside entertainments, such as were held last year, our receipts were \$10,000 odd this year as against \$13,000 for last and we have therefore been obliged to cut down our donations.

The Committee has endeavoured to allocate the funds so that no particular Home should suffer too severely.

In thanking the many people who have helped and worked so generously I must especially mention Mr. Hallifax for his assistance with the finances, also the men of H.M.S. Tamar, the Kowloon Dockyard, the Police, Mr. Graham of the Electric Co., Mr. Noronha, who has done all the printing as a gift, and Mr. Kynoch of the P.W.D.

The Committee also desire to express their warm appreciation of the support given to them by the Cricket Club who allowed a collection to be made during the match with Shanghai which realized over \$300.

A financial statement for the year together with the allocation of funds appears below.

Yours faithfully,  
W. MARJORY STUBBS,  
Government House, Nov. 30, 1920.

### BAZAAR RECEIPTS.

Stall.	Total.
Gate	\$294.71
Victoria	524.20
Police	943.05
St. Stephen's	338.20
Sweets	192.15
Bellios Public School	1232.15
St. Paul's Girl School	1040.90
Military	618.05
Tea	373.25
Shy	33.30
Chute	39.60
Lucky Well	99.75
Fish	105.45
Kowloon	591.31
Entertainment and Programme	235.10
Naval	769.00
Dolls	676.20
Lucky Table	206.09
Quarry Bay	923.95
Thatched House (Bar)	136.63
Maypole	69.93
Cricket Ground Collection	689.77
Donkey Ride	4.20
Last Night Rehearsal	50.05
Donation from Sir Robert Ho Tung	200.00
Donation from Mrs. Winslow	15.00
Total	\$10,393.91

Hon. Treasurer & Secretary  
EDITH LEWIS.

### ANNUAL FINANCIAL STATEMENT: 1920.

Balance in hand at end of Financial Year	\$ 391.99
Proceeds of Victoria Bazaar	83.86
Donation Hon. Mr. Holyoak	100.
From Proceeds of Annual Bazaar	10,393.91
	\$10,879.76

By Balance	\$10,481.53
Working Expenses during year	
Advertising and other expenses in connection with Bazaar	\$ 398.23
Balance in hand	10,481.53

Proposed Allocation:—	
Local Funds:—	
French Convent	\$ 100
Italian Convent	150
Netherlands Hospital	800
L.M.S. Training House	200
Baxter Mission	400
Village School Fund	600
Diocesan Girls School	500
Fairies	200
C.M.S. Victoria House	1,000
Blind and Foundling Home	1,000

## SALE OF ROSES.

### Collectors and Total Receipts.

The following are the names of the ladies who took part in yesterday's sale of roses on behalf of the Society of St. Vincent de Paul:—Miss O. Xavier, Mrs. O'Sullivan, Mrs. Wilson, Mrs. Willis, Miss Scanlan, Miss Annie Dillon, Miss Doris Dillon, Miss Agnes Dillon, Mrs. Nicol, Miss Daphne Nicol, Miss Gladys de Souza, Miss Julia Gardner, Miss Irene Ozorio, Miss A. Gutierrez, Mrs. Havelock Davis, M. Law, Mrs. Jessel, Mrs. Corsan, Mrs. Edwards, Miss Gibson, Mrs. Bagnall, Mrs. Vining, Mrs. Hunt, Mrs. Benson, Miss Hetty Noronha, Mrs. Minnie Noronha, Mrs. Summers, Miss Hortensia J. ge, Miss Annie Urquhart, M. Grout, Miss Idalina Remes, Miss Molly d'Almada e Castro, Miss Angela da Luz, Miss Elsa Alves, Miss Dolly Hanson, Miss Betty Steele, Miss Betty Pearson, Miss Patsy Hynes and Miss Aileen Hynes.

The amounts collected in the various tins were:—

Tin No.	
1	\$68.70
2	
41	210.55
18	
3	89.75
401	
4	52.00
5	98.71
6	46.35
7	44.55
8	12.80
9	13.55
10	38.91
11	34.74
12	85.45
13	101.43
14	64.15
15	61.70
16	86.51
17	(To be returned)
19	(To be returned)
20	94.60
21	(To be returned)
22	60.85
23	19.20
24	(To be returned)
25	15.01
26	177.40
27	59.50
28	95.51
29	121.03
30	132.58
42	
31	48.67
32	48.40
33	73.33
34	51.90
35	54.44
36	20.05
37	27.35
38	17.55
39	21.25
Total	\$2,259.47.

Tins Nos. 17, 19, 21 and 24 could not be returned before the depot in the King Edward Hotel closed down. It is expected that the total receipts will be about \$2,500.

The Committee desire to thank the ladies who assisted in the sale and who all worked so very enthusiastically during the whole forenoon. The Committee's thanks are also due to Mr. Witche, Manager of the King Edward Hotel, for kindly granting the use of the Hotel lounge as a central depot, and to Mr. T. E. Pearce for the loan of 50 flower baskets.

Funds in British Isles:—	
M. C. L. Cot at Otter-shaw	2,000
Trafalgar Home for Orphans	1,000
Merchant Service Guild	1,000
Royal Soldiers Daughters	1,000
Orphan Homes of Scotland	300
	\$10,250.00

Balance to be carried forward to next year's account	231.53
	\$10,481.53

## QUEEN'S ROAD FIRE.

### Heavy Damage Sustained.

Further details of the fire at Queen's Road West yesterday show that the outbreak was caused by the setting fire accidentally to a quantity of cinema films as they were being sorted out by a foki of the shop occupying the first floor of No. 175. From there the fire spread to No. 273, which house and No. 275 were completely gutted. The damage extended to the two houses adjacent to these, and the ground floors were also involved. The losses sustained by the two principal buildings are estimated at \$38,000, and were covered by insurance to the extent of \$32,000.

An injured foki was removed to the Government Civil Hospital suffering from severe burns caused when the films flared up.

## DECADENCE OF HOME LIFE.

### The Charm of the Victorian Era.

The last half century has seen a great change in the habits of the people. In the later years of the Victorian era in particular, home life began to disappear. The family circle, where the links that bound the young people together under the parental roof tree were nightly strengthened, was broken up, and those quiet, serene happy hours vanished never to return, states a writer in a home journal.

It was in a great measure the coming of the modern music hall which was in the first place responsible for the growth of the restless spirit that sent young people abroad. Managers of entertainments grew and multiplied, and in order to fill the treasury some new attraction had to be invented. Thirty or forty years ago in Edinburgh, for instance, there was no such thing as a "place of entertainment," properly so-called, save three theatres, and maybe a couple of circuses at the very most—not always so many—and folks, young and old, spent their evenings at home, except on the rare occasions when they made a great occasion of visiting one or other of these houses.

The evening in the family circle was, more or less, like the "Cranford" parlour, with the crinoline left out and the serenely decorous and genteel air modified by the "yellow back" and the bagatelle board. But it was "home," and there was no desire to set out in search of other pleasures. Indeed, as we have shown, there were none.

Up till the seventies, if not indeed the early eighties, there was in Princes Street, Edinburgh, a relic of the ancient Song and Supper Rooms, but it was only affected by a few "has beens" and by the dashing young men who in their offices mixed seedling powders surreptitiously under the lids of their desks in early forenoon. There was a music hall too of a kind, but it was a taboo except to the venturesome boys who were bent on sowing a tremendous harvest of wild oats and who considered themselves young bucks of the highest order.

Then came the theatrical and music hall reformer, the up-to-date restaurant and buffet the roller skating craze, the revues, and finally the picture houses with, the last phase of all, the dancing hall.

To-day home life, as the older generation knew it, hardly exists, and it looks archaic when discovered. Is this better for us all, or is it worse? I know a home were it lingers yet, not in its Victorian sense, but in its most modern guise—more advanced even than revues and picture houses and dancing halls—where the "delight of living is more intense than in patrolling Princes Street or applauding footlight and film favourites, and I often wonder if the restless, discontented, and distraction-loving multitude whose ceaseless footsteps hurry-ing beneath the window fall nightly upon my ear will ever grow weary of their excitement and return to the more satisfying delights that fill my leisure hours.

## COXSAIN FINED.

### For Careless Navigation.

At the Marine Court this morning, before Commander C. W. Beckwith, R. N., Marine Magistrate, the master of steam launch C1 was charged with failing to observe the rule of the road in the harbour on the 25th ultimo. He pleaded not guilty.

The coxswain of the Chungpo said that on the day in question he was crossing from Yau-mai to Hongkong and when about off Naval Buoy 18 the defendant's launch was steering the same course but astern. He came up-land and crossed ahead when the C1 was practically alongside. She blew one short blast. Witness then stopped.

Mr. D. Brown, a passenger in the Yau-mai ferry, said he saw the C1 launch come up on the starboard side and collide with the ferry, which kept on her course. A blow was struck but no damage was done.

The finding of the Court was as follows:—I find the coxswain of C1 guilty of careless navigation in crossing ahead of the ferry launch Chungpo. I, therefore, considering that there are two previous convictions recorded against this coxswain, fine him \$25, or one month's hard labour and order him to be re-examined before his certificate is returned.

## NEW IDEAS WANTED IN AVIATION.

### Why the £20,000 Prize is Withheld.

Is there a slump in aviation brainpower? When a Press representative inquired why the Air Ministry's £20,000 award had been withheld, he was told that "lack of new ideas in designs" was the sole reason for keeping back the first prize.

There has been great depression, not only in England but in other countries, in the aviation industry during the past year. France and Italy have held competitions which proved disappointing, and America's commercial aeroplanes are much behind the British planes.

After-war depression. This depression has been a natural post-war condition. Manufacturers have been buying and converting military machines, instead of constructing and bringing forward new designs.

"Except new wings, such as the Handley Page and Alula wings, there has been nothing very strikingly originality displayed of late; but the military machine supplies are bound to run short, and the outlook for the future of British progress," said an aerial engineer recently, "is much brighter."

"It is only a forecast, but the odds are that the next two years will see cheaper cost of production, and individual effort to create entirely new designs."

## TO-DAY'S EXCHANGE.

The closing rate of the dollar on demand, to-day was 3s.4/4d.

## THE WEATHER.

2 p.m. Barometer:—29.69. Temperature:—71. Humidity:—88.

## LIGHTING-UP TIME.

Lighting-up time to-day is 5.33 p.m.

## DONT FORGET.

### Today.

City Hall.—Public meeting to consider erection of European Y.M.C.A. building—5.15 p.m.  
Coronet Theatre—5.15 and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

### To-morrow.

Coronet Theatre—5.15, and 9.15 p.m.  
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.





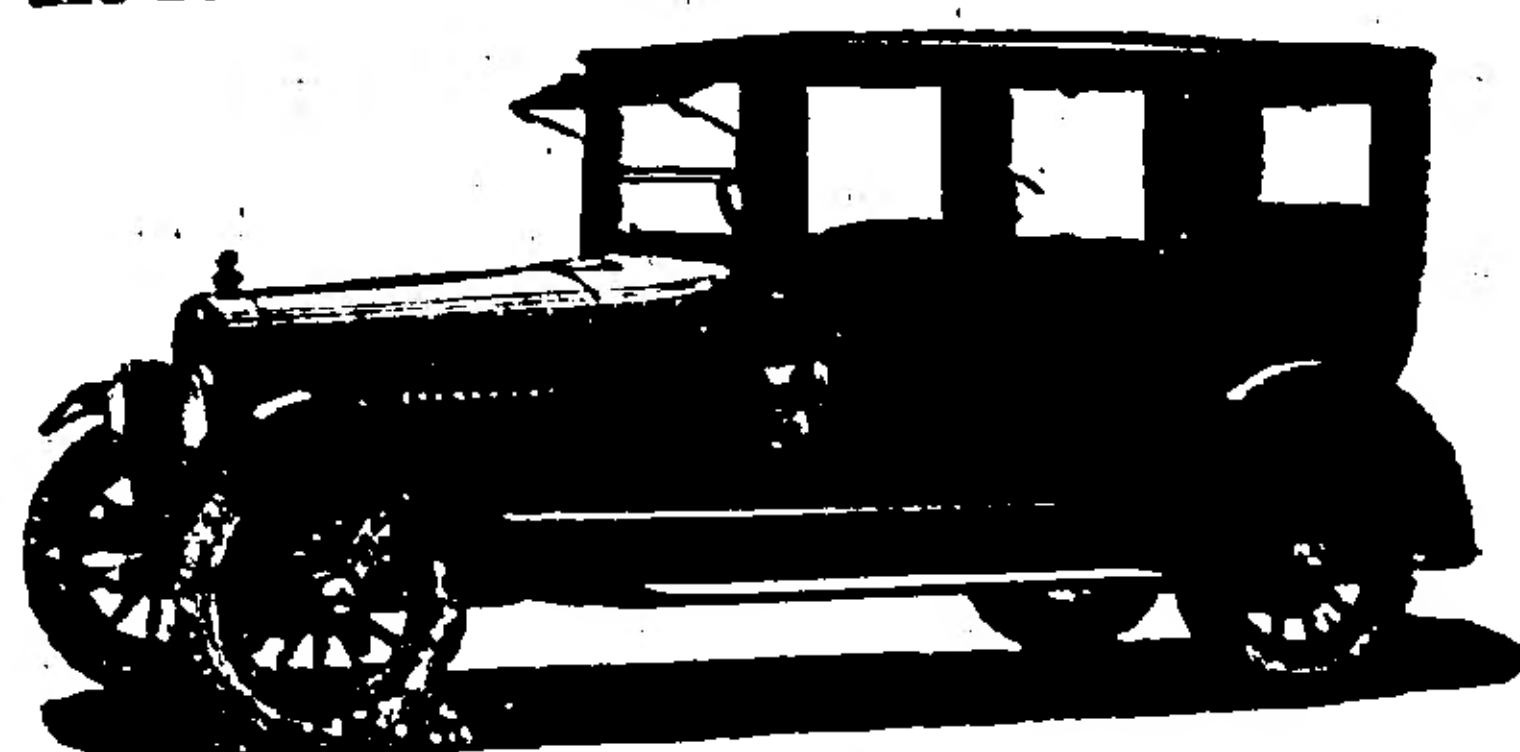






## ANNOUNCEMENT.

Just Received Shipment of the Famous Hudson and Essex Sedan and Touring Cars.



THE HUDSON SEDAN.

The HUDSON and ESSEX cars are undoubtedly the best for local conditions. Inspection invited. Demonstrations arranged for prospective purchasers.

OPEN & CLOSED CARS FOR HIRE.

TEL. THE DRAGON MOTOR CAR CO. 482  
GARRAGES IN HONGKONG & KOWLOON.  
3552 24, DES VEXES ROAD CENTRAL.

## THIS "NEW WORLD."

Not Quite so Nice as the Old.

"Quiz" writes in a Home paper: "Is it a new world?" some people have been asking, pathetically and reproachfully. We were assured that many wonderful things would come to pass with the return of peace. Looking around us, we must admit they are wonderful enough, though not exactly what we bargained for.

The truth is, we have been let down rather badly. Perhaps it was our own fault, perhaps the politicians, who talked so enchantingly of the glorious new Jerusalem that was to be. In the event there is, I fear, more Jericho than Jerusalem.

At any rate, we shall not go about so confidently looking for new worlds next time. They are not to be picked out of the dustbin, or the second-hand dealer's shop, or anywhere else. It is easier—slightly easier—to get a new suit of clothes than to get a new world, and imagine we shall for a goodly procession of years yet find it more expedient to make the best of the world (likewise the suit) we have.

I don't know why, but everyone, excepting only a few ineffectual cynics, was deluded into the belief that we should all be different after the war. Our better selves were to prevail over our worse. Reason and good feeling were to conquer blind instinct and ill-will. As individuals and as nations we were to be like devoted brothers, and never, never were high words to be heard again.

THE WRONG TURNING.  
It was a glorious dream, and now we stand at the great awakening, with an ugly look in our eyes and a nasty taste in our mouths. Those better selves of ours seem to have taken the wrong turning, and gone hopelessly astray. Anyhow, they have not arrived.

Therefore do pessimists say that if this is the "new world," so much talked about, give them back the old. Then, at least, a man could without being a millionaire or a Trade Unionist, keep himself respectable, and shod, smoke as much as he liked (even cigars if he felt so inclined), and still have a few halfpence to jingle impressively against one another in his pocket.

Looking over the grim chasm of the last six years, we see that glorious pre-war period as a time when things were fixed and calculable. We knew definitely where we stood. Men and money and the things of life had a specific value according to standards well-known and generally accepted.

Now everything has been in the melting pot, and come out marvelously changed. Society is in a state of flux, and what shape it will eventually assume no one knows.

And that is our new world! It is, of course, the old one masquerading in monstrous disguise. At a time when it should be settling down to a calm, decorous middle age it has begun sowing its wild oats again, and those oats are plentifully mixed with tares.

This wide of war has gone to our heads, and for the time being we are not responsible for our actions. We need a policeman to take us home and a wife to put us to bed, with appropriate admonition reserved for the next morning.

## NO ONE TO GUIDE US.

Unfortunately, however, though one has often heard of "the world and his wife," our better half seems to have deserted us in favour of some other planet, and we have no one to guide us. The world is a miserable grassy wilderness, looking awestruck at the pretty tangle into which its domestic affairs have got, with six years dishes to wash, half a dozen war babies to hold, and no one willing to wash or hold them. And anon we think of the days that were, those grand days before the great burst up. How fortunate we were, though we knew it not. How happy and contented we should have been, though in reality we were not. Could we but be transported back to that joyous time, what good little children would we be, each going merrily about his business, and never pulling one another's noses or kicking one another's shins.

But, alas! it is not to be. There is to be no more 1913 for us. Instead, we shall have to treat with shaky limbs and aching heads a long dark vista of 1920's, the ghosts of the past ever darting with cruel mockery across our path, and the imps of an uncertain future leeringly calling us on.

Truly our new world is no joke. With great expectations we hunk up our stockings, and we have got a juggernaut. I suppose we shall just have to make the best of it. Since there is no one to take it and us in hand, we shall have to do the job for ourselves. And the sooner we get busy the better. We have waited a little too long already, hoping that someone would wave a wand or the politicians produce their new Jerusalem. Waiting will not bring it; let us try a little more work!

WISDOM IN BRIEF.  
Failure doesn't matter much as long as we don't make the same mistake twice.—Mr. Selfridge.

## CARPENTIER'S WIN.

How He Beat Levinsky.

Carpentier fought Levinsky in an open-air arena in the Jersey City baseball park, which was lit up by great arc lamps.

Seats in the boxes were £6 each. Seats in the grandstands surrounding the arena which were about 200ft. outside the ring, were 8s. each.

Only a handful of women were present, perhaps because members of the International Sporting Club, which promoted the bout, were not permitted to bring ladies.

It put the spectators in a fine mood when the leather-lunged announcer shouted, "I ask you to welcome the pugilistic marvel of the Old World, the hero of France, Georges Carpentier."

The band played the "Marseillaise," the 30,000 spectators stood uncovered, and hummed the tune because they did not know the words, and then cheered Carpentier.

Levinsky was hailed as "the world's lightweight champion, for which title this fight is held."

Carpentier went into the ring weakened by three days' illness, during which he had eaten nothing and lost 3lb.

His paleness vanished when he went into action, but he never lost the smile he wore when he first entered the ring.

It looked like a knock out in the second round, when Carpentier's lightning right reached Levinsky's jaw and sent him down.

Referee Ertle was slow in starting the count, first pushing back Carpentier. Then at the count 9, Levinsky slowly rose to his feet. Some watches showed that he had been down nearly 15 seconds.

In the second round Levinsky was downed twice, the first time quickly rising to his knee for the count, and the second time only sluggishly.

When Levinsky appeared refreshed in the third round some people began to believe that Carpentier had lost his chance for a knock-out.

But there was a different story in the fourth round.

At the bell Carpentier leaped from his corner, and launched an overhand right. It missed, but before Levinsky could resume the defence, Carpentier shot repeated lefts and rights to Levinsky's unprotected jaw. Levinsky wobbled, and Carpentier flashed in a right cross-blow. Levinsky sank limp and unconscious. Levinsky weighed 175lb. and Carpentier 170lb.

## GERMAN DUMPING.

Effect of the Exchange Rate.

Manufacturing opticians in the Old Country are feeling the effect of German competition. It is asserted that, by taking advantage of the current rate of exchange, German makers are offering prism binoculars and other instruments at less than the cost of manufacture in this country.

As the binoculars are offered in large quantities, two recent propositions put forward by agents on behalf of German principals having been concerned with 15,999 pairs in one case and 9,000 pairs in another, it is believed that a deliberate attempt is being made to strangle an industry which during the war was carefully and successfully developed in Great Britain.

Microscopes are also being offered, and sold to the detriment of the English makers, but up to the present the Germans have not succeeded in getting back with their camera lenses, partly because there is no great demand for these separate from cameras. It is asserted that the quality and finish of the German goods show a decided deterioration on the pre-war standard, and their chief appeal to the purchaser is that of cheapness. But, for the operation of the exchange British manufacturers feel they could win "hands down" in competition for the market.

## THE 37th ANNUAL AL FRESCO FETE

OF THE SOCIETY OF ST. VINCENT DE PAUL will be held in the compound of the CATHOLIC CATHEDRAL and the Playground of the OLD ST. JOSEPH'S COLLEGE

ON SUNDAY, 5th December, 1920 From 8.30 to 11.30 p.m.

Under the Distinguished Patronage of HIS EXCELLENCY THE GOVERNOR AND LADY STUBBS. H.E. Vice-Admiral Sir A. L. Duff, K.C.B. H.E. Major-General F. Ventris, C.B. Commodore W. Bowden-Smith, C.B.E.

Admission - - - \$1 Soldiers and Sailors in uniform admitted free. Each ticket of admission entitles the holder to a souvenir.

In the afternoon from 2.30 to 6.30 p.m. several Stalls will be open, and amusements specially suitable for Children will be provided. Tea and Refreshments will be obtainable. Admission free. The Band of the Wiltshire Regiment will play during the afternoon.

The Grounds will be brilliantly illuminated in the Evening. The Bands of the WILTSHIRE REGIMENT and the "SOCIEDADA PHILARMONICA" will play between 8.30 and 11.30 p.m.

SOME FEATURES OF THE FETE: Grand Concert by Well-known Hongkong Amateurs. Tea Room, Refreshment Room, Chute, Fishing Pond, Lucky Wheel, Aunt Sally, Electric Shooting Gallery, Lucky Dip, Straining the Bolshevik, Quoits, &c. &c.

FARM YARD AND STORE: Come and Win Your Turkeys and Geese for Christmas SEVERAL RAFFLES WITH VALUABLE PRIZES

Including a New Oakland Five-seater Motor Car VALUE \$3,000.

Tickets for which may be obtained from Mr. L. A. Barton, Messrs. W. G. Humphreys & Co.

"NO WORK OF CHARITY IS FOREIGN TO THE SOCIETY" COME AND HELP HONGKONG'S POOR

THE HONGKONG & KOWLOON WHARF & GODOWN CO., LTD

APPLICATION has been made to the Directors of this Company to issue to FRED ELLIS of Ice House Street, Victoria Hongkong a Duplicate Certificate or Certificates of the undermentioned 300 (Three hundred) Shares in the Company, or other Certificate or Certificates in lieu thereof, upon the statement that under circumstances amounting to larceny or false pretences, the original Certificates have been lost possession of.

Certificate No.	Dated	No. of Shares	Share Numbers	Present registered Proprietors
7017	9.2.17	50	Nos. 29361 to 29350 inc.	Hon. Sir C. P. Chater, Kt., C.M.G.
7599	15.4.19	50	37084 to 37133	M. S. Sassoon, Esq.
8538	2.3.20	100	42869 to 42968	Li Chok Yuen, Esq.
5910	15.8.10	29	1251 to 1275	S. Fenwick, Esq.
		29	18256 to 18259	H. H. Fenwick Esq.
5911	15.8.10	29	59089 to 59117	S. Fenwick, Esq.
7754	1.5.19	9	64757 to 64765	R. Mitchell, Esq.
5411	26.1.20	5	71841 to 71845	Mrs. E. C. Champernowne
6505	15.10.14	15	44670 to 44684	Messrs. P. F. H. Hodge and A. F. Harris
7759	1.5.19	4	66739 to 66742	H. H. Fenwick, Esq.
7755	1.5.19	9	64766 to 74774	

AND NOTICE IS HEREBY GIVEN that if within THIRTY DAYS from the date hereof no claim or representation in respect of such Original Certificates is made to the Directors they will then proceed to deal with such application for a duplicate or other new Certificate or Certificates.

By Order of the Board of Directors. W. S. BROWN, Secretary. Hongkong, 9th November, 1920.

## CHINA-AUSTRALIA MAIL S.S. LINE.

FOR AUSTRALIAN PORTS VIA MANILA & SANDAKAN. "VICTORIA" December 5th

For Freight and Passage apply to— THE CHINA & AUSTRALIA S.S. CO. LTD. Agents. 113, Connaught Road Central.

## THE SHELL TRANSPORT & TRADING CO., LTD.

An Interim Dividend of 2/- per ordinary share free of Income Tax has been declared on account of the year 1920. It is payable in London on the 5th January, next. Coupon No. 36. FOR THE ASIATIC PETROLEUM CO. (S.S.) LTD. (Signed) W. H. BELL.

## LESSON IN CHINESE.

MR. LI HON FAY a Chinese graduate, versed in literature, has been a teacher to European officials and merchants in this colony for over twenty years. He has a good method of training Europeans to pass in the Chinese examination and is prepared to give private instruction as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka. Those who intend learning the Chinese language are requested to write to No. 192, Queen's Road, Central, 2nd floor.

## NEW ADVERTISEMENTS.

### NOTICE.

Particulars and Conditions of the letting by Public Auction Sale, to be held on Monday, the 6th day of December, 1920, at 3 p.m., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of one Lot of Crown Land at the junction of Queen's Road Central and Pedder Street, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty the King for one further term of 75 years.

### PARTICULARS OF THE LOT.

No. of Lot	Boundary Measurements	Area in Acres	Area in Sq. Yds.	Area in Sq. Ft.
Lot 1	N 1/2 Sec. 1212	1.0000	4840	435600

### THEATRE ROYAL HONGKONG.

Commencing Monday, 6th December, at 9.15 p.m. THE WARWICK COMEDY COMPANY.

In a repertoire of recent London successes. Presented by a distinguished cast.

MONDAY, Dec. 6th.—Douglas Murray's Recent Success, "UNCLE NED."

TUESDAY, Dec. 7th.—H. V. Esmond's Delightful Comedy, "THE LAW DIVINE."

WEDNESDAY, Dec. 8th.—Horace Annersley Vachell's powerful play, "THE CASE OF LADY CAMBER."

THURSDAY, Dec. 9th.—Hubert Henry Davies' Witty Satire, "DOORMATS."

FRIDAY, Dec. 10th.—H. V. Esmond's Charming Comedy of Youth, "WHEN WE WERE TWENTY-ONE."

SATURDAY, Dec. 11th.—The Roaring Farce Comedy, "ELIZA COMES TO STAY."

MONDAY, Dec. 13th.—Hubert Henry Davies' Successful Comedy, "CAPTAIN DREW."

TUESDAY, Dec. 14th.—Oscar Wilde's Satirical Masterpiece, "A WOMAN OF NO IMPORTANCE."

Plans at MOUTRIE'S. Book well in advance.

### THE CHINA SPECIE BANK LTD.

HEAD OFFICE: St. George's Building, Hongkong. Chairman of Board of Directors Mr. Wong Shiu Ham

Chief Manager—Mr. L. S. Holm Asst. Manager—Mr. K. T. Wong

Foreign exchange and general banking business transacted. Current, Savings, and Fixed deposits bear interests at rates 2%, 4%, and 5% respectively.

L. S. HOLM, Chief Manager.

## WANTED.

WANTED.—Englishman seeks position of trust, any capacity Twenty-five years' experience Shipping and Commercial work. Temperance man. First class credentials. Open to accept offer after December 10th. Apply Box 473 c/o "Hongkong Telegraph."

WANTED.—Ship's Doctors apply P.O. Box 411.

WANTED.—Typist and Stenographer for general office work. Apply to Post Office Box 60B.

WANTED.—Immediately, for a local Shipping Office. Competent Lady Typist and Stenographer with some experience of General Office work. Apply Box 471 c/o "Hongkong Telegraph."

## HONGKONG WAR MEMORIAL.

The Hongkong War Memorial Committee, invite Architects and Designers to submit designs in Competition for a Memorial to be erected on the site adjoining Royal Square, opposite the Hongkong Club.

Intending Competitors, who must be British Subjects resident in the Colony, should apply to the undersigned at the General Post Office, not later than the 31st. of December 1920 for full particulars and conditions.

M. J. BREEN, Hon. Secretary. Hongkong War Memorial Committee.

## NOTICE.

THE INDUSTRIAL INSTITUTION FOR BLIND will hold their Annual Sale of Work on Friday, 3rd. Dec. at the Helena May Institute. Open 9 a.m.

## PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 9th Dec., 1920, commencing at 10.30 p.m. at No. 18 Godown of the Hongkong & Kowloon Wharf & Godown Co. Ltd., Kowloon

152 coils Wire  
1 case Copper Pipes  
82 Galvanized Pipes  
1 case Magnetos  
5 casks Steel Springs  
10 Iron Plates

Also  
A Large Quantity of Flat, Round and Square Bar Iron, Old Brass and copper sheets, Iron pipes, Bolts and nuts etc.

And  
A Large Quantity of Miscellaneous Goods

Terms: Cash on delivery. LAMMERT BROS. Auctioneer.

THE Undersigned have received instructions to sell by Public Auction on

Friday, the 3rd. Dec. 1920, commencing at 11 a.m. at their Sales Rooms, Duddell Street

A Large Selection of Fine Cut Glass Ware

Comprising:—  
BOWLS & VASES in various designs and sizes, DISHES, CENTRE - PIECES, DECANTERS, SCENT BOTTLES, JUGS, TA-KARDS, CREAM JUGS, SUGAR BOWLS & DISHES (coloured).

Also  
A Few Fancy Electric Table Lamps

On view from Wednesday, the 1st. December. Terms: Cash on delivery. LAMMERT BROS. Auctioneers.

## FOR SALE.

MILNER'S SAFES APPLY TO LAMMERT BROS. Duddell Street.

Big Ben The elder brother of the WESTCLOX family who ALARM the world.



## THE BLUE FUNNEL LINE

REGULAR AND FAST FREIGHT AND  
PASSENGER SERVICES.

## LONDON SERVICE

(Direct)		
"THESEUS"	7th Dec.	London, Amsterdam & Antwerp
"PYRRHUS"	21st Dec.	London, Amsterdam & Antwerp
"RHESUS"	4th Jan.	London, Amsterdam & Hamburg
"MACHAON"	11th Jan.	London, Amsterdam & Antwerp
"OANFA"	25th Jan.	London, Amsterdam & Hamburg

## LIVERPOOL SERVICE

(Direct or via Continental Ports)		
"TELEMACHUS"	10th Dec.	Havre & Liverpool
"ORESTES"	22nd Dec.	Liverpool
"DEMODOCUS"	24th Dec.	Genua, Liverpool & Glasgow
"ALCINOUS"	3rd Jan.	Marseilles, Havre & Liverpool

## PACIFIC SERVICE

(via Kobe and Yokohama)		
"TALTHYBIUS"	7th Dec.	Victoria, Seattle, Tacoma and
"TYNDAROS"	30th Dec.	Vancouver
"TEUCER"	1st Feb.	

## NEW YORK SERVICE

(via Suez or Panama)		
"TYDEUS"	via Suez	13th January

## HOMeward PASSENGER SERVICE

"PYRRHUS"	21st December	for London direct
"ANCHISES"	1st February	for Liverpool direct
"MENOR"	22nd February	for London direct
"TEIRESIAS"	1st March	for London direct

For Freight and all Information Apply to

BUTTERFIELD & SWIRE  
AGENTS.W. S. BAILEY  
& CO., LTD.ENGINEERS & SHIP-  
BUILDERS, HOK UN  
KOWLOON.HARBOUR REPAIRS  
Call Flag "L"Sole Agents for  
"KELVIN MOTORS"  
Motors from 12 H.P. to  
50 H.P. now in stock  
also spare parts.Works ... Tel. K.21.  
Manager ... K.329.  
Secretary ... K.369.  
Harbour Engineer ... K.24.  
Telegrams "SEYBOURNE"

## CONSIGNEES.

INDO-CHINA STEAM  
NAVIGATION CO. LTD.

## NOTICE TO CONSIGNEES.

From PENANG & SINGAPORE.  
The Steamship  
"FOOSHING"having arrived from the above  
ports. Consignees of Cargo by her  
are hereby informed that all  
goods are being landed at their  
risk into the Godowns and/or  
extra hazardous Godowns of the  
Hongkong and Kowloon Wharf  
and Godown Company, Limited,  
whence, and from the wharves,  
delivery may be obtained.Goods not cleared by the 2nd  
prox. will be subject to rent.  
All broken, chafed and damaged  
packages are to be left in the  
Godowns where they will be  
examined. Claims against the  
steamer must be presented within  
10 days of arrival otherwise they  
will not be recognized.No Fire Insurance will be  
effected in any case whatever.  
Bills of Lading will be counter-  
signed byJARDINE, MATHESON  
& CO. LTD.  
General Managers.  
Hongkong, 26th November, 1919.

## WATER RETURN.

Level and Storage of water in  
Reservoirs on Nov. 1, 1920.

CITY AND HILL DISTRICT WATER WORKS LEVEL.		
1919	1920	
1st Dec.	2nd Dec.	
1st Jan.	2nd Jan.	
1st Feb.	2nd Feb.	
1st Mar.	2nd Mar.	
1st Apr.	2nd Apr.	
1st May.	2nd May.	
1st Jun.	2nd Jun.	
1st Jul.	2nd Jul.	
1st Aug.	2nd Aug.	
1st Sep.	2nd Sep.	
1st Oct.	2nd Oct.	
1st Nov.	2nd Nov.	
1st Dec.	2nd Dec.	

STORAGE IN MILLIONS AND  
DECIMALS OF GALLONS.

1919	1920
1st Dec.	2nd Dec.
1st Jan.	2nd Jan.
1st Feb.	2nd Feb.
1st Mar.	2nd Mar.
1st Apr.	2nd Apr.
1st May.	2nd May.
1st Jun.	2nd Jun.
1st Jul.	2nd Jul.
1st Aug.	2nd Aug.
1st Sep.	2nd Sep.
1st Oct.	2nd Oct.
1st Nov.	2nd Nov.
1st Dec.	2nd Dec.

KOWLOON WATERWORKS LEVEL.

1919	1920
1st Dec.	2nd Dec.
1st Jan.	2nd Jan.
1st Feb.	2nd Feb.
1st Mar.	2nd Mar.
1st Apr.	2nd Apr.
1st May.	2nd May.
1st Jun.	2nd Jun.
1st Jul.	2nd Jul.
1st Aug.	2nd Aug.
1st Sep.	2nd Sep.
1st Oct.	2nd Oct.
1st Nov.	2nd Nov.
1st Dec.	2nd Dec.

STORAGE IN MILLIONS AND  
DECIMALS OF GALLONS.

1919	1920
1st Dec.	2nd Dec.
1st Jan.	2nd Jan.
1st Feb.	2nd Feb.
1st Mar.	2nd Mar.
1st Apr.	2nd Apr.
1st May.	2nd May.
1st Jun.	2nd Jun.
1st Jul.	2nd Jul.
1st Aug.	2nd Aug.
1st Sep.	2nd Sep.
1st Oct.	2nd Oct.
1st Nov.	2nd Nov.
1st Dec.	2nd Dec.

A. H. HOLLINGSWORTH.  
Water Authority.AIR-MAILS AND NIGHT  
FLYING.

Sir F. Sykes's Forecast.

Major-General Sir F. H. Sykes,  
Controller-General of Civil Aviation,  
delivered a lecture on civil  
aviation arranged by the Royal  
Aeronautical Society at the Royal  
Society of Arts recently. Mr.  
Illingworth, Postmaster-General  
presided.Sir Frederick Sykes said that  
commercial aviation could not be  
fostered merely as a reserve for  
the country's air forces. Its test  
must be that of commercial suc-  
cess. Civil aircraft were of great  
use in the high-speed carriage of  
passengers, mails, small valuable  
goods, and for sundry purposes,  
such as mapping and survey  
work, but mails—at all events  
for the time being—were the basis  
upon which commercial aviation,  
both from the constructional and  
transport sides, must develop.  
There were as yet no internal air  
services in the United Kingdom,  
chiefly on account of the com-  
paratively short distances to be  
covered, the excellence of existing  
communications, and the un-  
certainty of meteorological condi-  
tions. He believed, however, that  
Messrs. Boardman intended to  
start an experimental service  
between London and Glasgow in  
the near future. He hoped that  
this venture would succeed and be  
the precursor of further air lines  
in this country.Having outlined the growth  
and present position of air mail  
passenger and goods services in  
the British Empire and thought-  
out the world, Sir Frederick  
Sykes said the services so far  
inaugurated were still in an  
experimental stage, and their  
capacity to produce an adequate  
return for capital expenditure  
could only be realized by  
continual improvements. Their  
watchwords must be safety  
and reliability. The root of  
the commercial air trans-  
port problem was to discover the  
best compromise between speed  
and weight-carrying capacity.  
Besides the improvement of wing  
design, they must continue to  
give deep consideration to the  
development of some form of  
helicopter. Other factors making  
for safety, reliability, and regu-  
larity were the timely issue of  
weather forecasts, devices for  
"direction finding" by wireless  
in cloudy or misty weather, and  
the humanness—the efficiency  
of the pilot and ground engineer.Types of aircraft which were  
of particular importance to us as  
an island State were the seaplane,  
flying-boat, and especially the  
amphibian. A problem of con-  
siderable difficulty was the  
ground organization for night  
flying. As soon as night flying  
was practicable, the flying  
capacity of the aeroplane would  
be doubled. Speed must be paid  
for, and for some time to come  
the charges for air transport must  
be higher than those for other forms  
of transport. The present charges  
were undoubtedly high, and it was  
an open question whether com-  
mercial services would materially  
increase the volume of goods and  
passengers carried until a reduc-  
tion in price could be effected.  
A severe handicap to the reduc-  
tion of rates was the rising price  
of petrol fuel, and a fuel must be  
discovered which gave the least  
chance of inflammability in itself  
and in its installation and the  
greatest power for the smallest  
possible consumption and least  
load. It was quite possible that  
they might eventually have to  
replace the petrol by the steam  
engine.DEVELOPMENT OF AIR-MAILS.  
Aircraft had revolutionized the  
speed of intercommunication by  
letter. They should approach  
the question by considering not  
what mails could, but what mails  
could not, be carried by air. Thearea of the British Isles was not  
very favourable as an extensive  
air mail service which could only  
be operated by day. On the air  
services to the Continent, on the  
other hand, a great saving in time  
was effected, and he would like to  
see a very material increase in the  
amount of mails thus carried, with  
the ultimate result of the carriage  
of all mails by the certified Con-  
tinental air services at normal  
rates.In urging the establishment of  
air services with these islands  
they must face the fact that com-  
mercial aviation could not enter  
into competition by day only with  
an efficient day and night express  
railway service, though possible ex-  
ceptions might include amphibian  
services between London and  
Dublin or between Glasgow and  
Belfast. The position was different  
on the Continent. The insular  
position of the United Kingdom  
was by no means unfavourableto the establishment of air ser-  
vices to the Continent. From the  
Imperial point of view, Eng-  
land was detached either by the  
ocean or foreign territory from  
the nearest Dominion or posses-  
sion. In the one case the range  
was too great for aeroplanes and  
in the other they were dependent  
on foreign landing grounds. The  
key-routes were those from Eng-  
land to Egypt, and from Egypt  
to India, and they should see  
whether the airship was capable  
of running a commercial day and  
night service on the former. Even  
if the airship were successful,  
they should still develop the long  
distance weight-carrying aero-  
plane, capable of carrying  
economically 50 to 100 passengers  
or their equivalent, and undertak-  
ing the trans-Mediterranean  
journey, with Malta as a stopping  
place. The onus of linking up the  
Empire by air must not rest upon  
Great Britain alone. Each  
Dominion or colony must form its  
own nucleus of air development.Lord Montagu of Beauchamp ex-  
pressed the hope that the Post-  
master-General would do what  
he could to encourage civil avi-  
ation, because it was to his depart-  
ment they must mainly look for  
assistance at the present time.  
Every development of this kind  
must get State assistance at the  
beginning. He hoped that the  
impression held in some quarters  
that aviation was going back  
would be corrected.Mr. Handley Page said that,  
although 7,000 odd letters were  
carried by air in the month ofAugust, that only in ant about  
400 per day, and from the point  
of view of the transport company  
that was not a very remunerative  
undertaking. He rather disagreed  
with the view taken by  
Sir Frederick Sykes with re-  
gard to the carriage of mails.  
Every passenger carried repre-  
sented 180lb., while a letter only  
weighed about half an ounce or  
one ounce. The question was  
largely one of the balance-sheet.  
In his view the opportunities for  
the development of air transport  
were not so great here as they  
were in the United States and  
Continental countries. It would  
really be better for an English  
company to establish its head-  
quarters on the Continent. He  
thought some inducement  
should be given to trans-  
port companies to stay in this  
country.Mr. Illingworth said that he  
could not quite agree with Sir  
Frederick Sykes when he said  
that the future of civil aviation  
would depend upon mails. He  
thought they would always be a  
very auxiliary sort of cargo for  
both aeroplanes or airships.  
Those machines would mainly  
depend on the carriage of goods  
and passengers. However, he  
was glad the air mails were get-  
ting more regular and reliable.  
He did not believe that it would  
be in the interests of civil avi-  
ation that it should be looked after  
by the Government. From his  
experience of Government control  
he thought it was the quickest  
and surest road to bankruptcy.

## IN MEMORY OF AMIENS.

To commemorate the co-opera-  
tion of the British with the  
French Army at the Battle of  
Amiens in August 1918, a French  
infantry flag has been presented  
to the Imperial War Museum at  
the Office of Works, Storey's  
Gate, London. The flag, a replica  
of the standard of the famous 61st  
Regiment of the French 42nd  
Division, was embroidered by the  
wives of officers and non-com-  
missioned officers of the regiment,  
and will be exhibited with the 75  
millimetre gun already deposited  
by the French War Office at the  
Crystal Palace. Sir Wilfrid  
Mond accepted the flag at the  
hands of General Viscount De La  
Paouze, the French Military  
Attaché with whom was Colonel  
Marie, of the 61st Regiment.

## GIFT TO EARL HAIG.

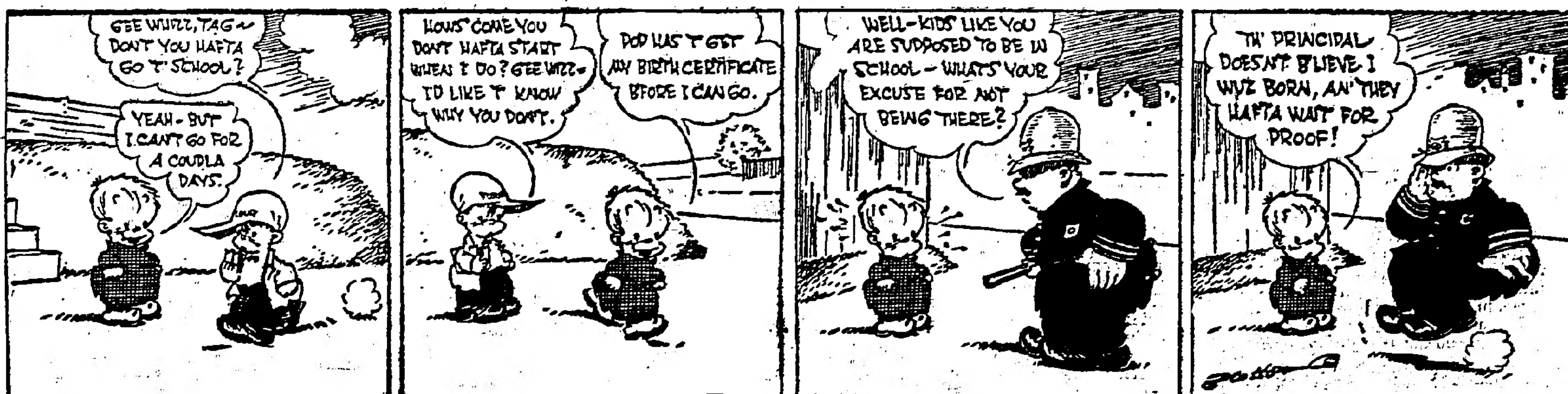
Border Lance and Pennon.

Earl Haig was the central figure  
in a quaint old world ceremony at  
St. Boswells recently when he  
was presented with a Border lance  
and pennon, subscribed for by  
men and women of the Borders.The presentation took place on  
the green of the little village in  
the presence of a large and distin-  
guished gathering.In presenting the lance and  
pennon, the Duke of Buccleuch  
said the Borderers had gathered  
together to do honour to the  
greatest commander and the most  
brilliant general that Scotland had  
ever seen, and to render homage  
to one who had saved his country.In reply Earl Haig said he was  
indeed very grateful for the signal  
honour which had been conferred  
upon him. If the days had gone  
by when the Scots raided the  
South with spear and sword  
across the Border he hoped he  
might still carry the pennon in  
knightly fashion.TRIBUTE TO BORDER  
REGIMENTS.If the man whose ancestors in  
days gone by carried fire and  
sword to the gates of York had  
now become the King's Own  
Scottish Borderers, they had not  
lost anything of the old  
warlike spirit. The 52nd Lowland  
Division won for itself a great  
reputation in France, and they  
won it worthily as all who re-  
membered their gallant action  
about Caen in the storming of the  
Drocourt-Caen line in September  
1918 could bear witness. (Cheers.)  
There in the Border he could do  
on less than thank the Border  
Regiments from his heart for the  
splendid support they gave him  
during the war. Especially in  
the neighbourhood of Galashiels  
he thanked the 4th Battalion  
of the King's Own Scot-  
tish Borderers. (Cheers.) What  
he was most anxious to make  
sure of now, Earl Haig proceeded,  
was that men of all ranks who  
fought so gallantly and well were  
now getting a fair share of what  
their courage and suffering had  
brought. (Cheers.)Earl Haig afterwards laid the  
foundation stone of a group of  
four cottages which are being  
built by the Scottish Veterans'  
Garden City Association.

## FRECKLES AND HIS FRIENDS

He Can Prove He Isn't Still in Heaven!

BY BLOSSER









## THE MERCURY GARAGE CO.

FOR  
GOOD CARS  
PROMPT SERVICE  
REASONABLE CHARGES.  
CAREFUL DRIVERS.  
TELEPHONE: 977.

BEACON  
SHOES

with  
Leather  
Soles  
or  
Neolin  
Soles  
that  
Nerve Saving Quality  
with  
O'Sullivan's Heels.  
Factory attached in the interest of Economy.  
SOLE AGENTS:  
YEE SANG FAT CO.  
HONGKONG.

## NAPOLEONS IN A NIGHT.

## The Personal Element in Labour Troubles.

Mr. Archibald Taylor, writes in a Home paper as follows:—  
To what extent does the personality of the Labour leader enter into industrial trouble? If we are to get a correct appreciation of the causes of unrest, this is a question we cannot ignore. Yet little is said of it, and in the millions of words that have made up the reports of industrial inquiries and Commissions, very few have had to do with the big personal factor which is ever present in human affairs.

"If I remain long without doing anything, I am done," said Napoleon. "Fame chases fame in this great Babylon." Napoleon knew himself, he was not ashamed to confess his weaknesses or to reveal his motives, and one wonders how many Labour leaders if they were frank would make a similar admission.

Love of the limelight is not confined to actors and actresses. Most people have it; indeed, those who have it are so rare as to be noteworthy. Would it be wicked to suggest that some of our Labour leaders love the limelight?

ULTERIOR MOTIVES.  
Another characteristic equally as rare as dislike of the limelight is pure altruism. The men who work solely and entirely for the good of others, without thought of personal gain or personal advancement, are very, very few. Do all our Labour leaders come of that saintly class?

It is, therefore, just to assume that some, and probably the majority, of those who command the workers feel the necessity for activity, that they love the limelight, and that they are not always animated by pure affection for the proletariat.

Given the limelight, good, generous beams of it, their task is easy.

When our bread, our coal, our means of transport or anything else of vital importance is threatened by a strike, and we see in our newspapers a picture of Mr. Wellfed leaving Downing Street after a conference with the masters, are we to say—

"Here is Mr. Wellfed, whose love of mankind has brought him to the head of the Coke-breakers' Union, who, feeling for the acute hardships of the coke-breakers and their wives, is obliged to threaten the

coke-owners with a strike." And are we to be thrilled by the nobility of his character?

Obviously such sentiments are not.  
In most instances we should be right, I think, in remarking:—  
"Here's that fellow Wellfed again—forced himself to the forefront originally by soap-box oratory and P.S.A. discussions—trifling with all the publicity given to Mrs. Bamberger and Mr. Smillie, and a bit anxious about the security of his job, on which Brazenlungs, his assistant, is said to have designs—so he's kicking up another fuss and claiming his share of the limelight."

A GREAT TEMPTATION.  
Human nature being what it is, these are the motives that must inevitably underlie much of the trouble with which we have to contend, and the official reason for a strike may be no more the real reason than the life of an archduke was the reason why William Hohenzollern caused the war.

The leader of a union of respectable proportions has always a number of grievances and demands under negotiation, and he can generally produce a crisis at the shortest notice. Should things go ill with him, should criticism in the ranks be shaking his pedestal, should a young revolutionary be capturing the popularity that was his, should some other Labour leader be getting all the limelight, why, then, he whisks out the papers about the man who was sacked for loafing at Loughborough, and in a few days his name is in everyone's mouth and his photograph in most newspapers. The nonentity of yesterday is the Napoleon of this morning.

Such a flight to fame would tempt men of finer calibre than our Labour leaders. If a commercial man, a lawyer, or a journalist could get such publicity it might mean his fortune. How much more does it mean to the Labour leader who sells neither goods nor skill, but who even in his most unselfish moments, is living by his wits?

Were a board of honest, impartial men of the world to investigate this side of the question, we might get close to the truth of much of our Labour trouble. In any event it would remove the angel's wings with which some of the leaders have been fitted by their worshippers, and make them a little less priggish.

## THE CALIFORNIA LAND QUESTION.

## Attitude of American Churches.

The Christian attitude on the California-Japanese Question is set forth in a statement issued from New York by the Commission on Relations with the Orient of the Federal Council of the Churches of Christ in America. The statement is signed by the members of the Commission, many of whom are well known in Japan. The following is the statement in full as received by Kokusai.

"Japan and California are both intensely aroused over the problems, discussions and political programmes connected with the presence of Japanese in California. This Commission was established by the Federal Council in 1914, in order to examine the entire question of American relations with Asia and Asiatics from the standpoint of Christian principles with a view to promoting a solution in accord with these principles. For six years it has been steadily dealing with this problem.

"I. It is pertinent, therefore, for this Commission to call upon all men of goodwill both in America and Japan:—

"A. To refuse to be stampeded into precipitate action by the vociferous propaganda politicians who appeal to race prejudice and strive to arouse mob feeling.

"B. To urge that all the facts be taken into consideration. Partisan statements of any group are to be discounted.

"C. To await the results of the Conference of their responsible representatives in Washington and Tokyo.

"II. To Americans this Commission would state:—

"A. While the local stress of the Japanese problem in California is not easily appreciated by States not similarly affected, we should all remember that the question has international aspects of the gravest import, in which the whole nation has a right to be heard. California's legitimate ends can best be secured through Washington. We therefore urge California to work out its local problem in the closest co-operation with the Department of State. Any other method is bound, sooner or later, to involve our country in international complications.

"B. Only patient exercise of the principles of honour, justice and fair-play between nations and races can afford any real or permanent solution to a confessedly difficult problem. We wish to urge every effort to avoid humiliating race-discriminatory laws which will only aggravate the situation.

"C. The victory of the growing liberal movement in Japan, which has been battling valiantly against a long dominant arbitrary military bureaucracy, is essential, if Japan is to enter into right relations with the rest of the world. Yet that victory is endangered by unjust anti-Japanese agitation and legislation in America.

"D. Americans should keep clearly in mind certain important facts. The total population of California, for instance, has increased in ten years by 1,048,937, while the Japanese population has increased about 33,500 chiefly by births. This is 3.6 per cent. of the whole increase. The entire Japanese population in California (approximately 80,000) is but 2.3 per cent. of the whole population. Out of 11,389,894 acres under cultivation, Japanese own 74,769 acres, which is six-tenths of one per cent. (0.06). They also cultivate on lease or crop-contract 383,287 acres, which is 3.3 per cent. As for Japanese births in California in 1917 they numbered 4,108 to 47,313 whites, or 8.7 per cent. Such facts do not warrant the assertions of agitators.

"III. To Japanese the Commission would state:—

"A. The great body of citizens throughout the United States, particularly those in the Churches of whom we are entitled to speak, stands for justice and fairplay in the relations of the two countries and in the treatment of Japanese in America.

"B. Expressions in Japan of confidences in America's sense of honour, appreciated here. We confidently believe that a large body in America will exert itself to take such steps for the fundamental solution of the American-Japanese problems as will ultimately justify that confidence.

"C. At the same time it should be clearly understood in Japan as

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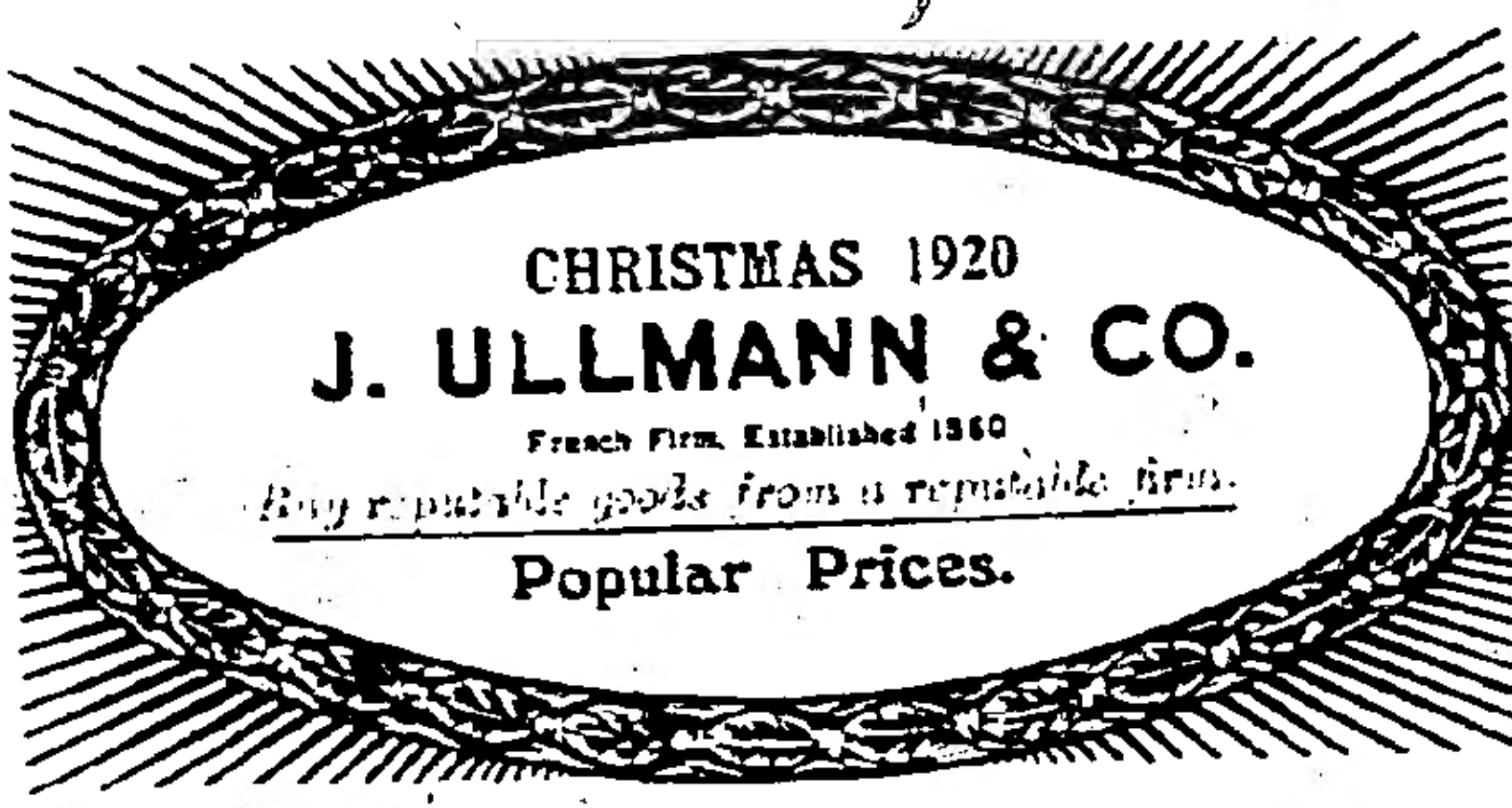
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well as in America that the question is by no means so simple or so easy of solution as extremists of either side usually represent. The misunderstandings, the misrepresentations and the wrong-doing are not all on one side. To set matters right, not only a new treaty, but proper legislation is needed both in Tokyo and in Washington.

"D. Japanese also need to keep certain facts clearly in mind. Because of the presence in large numbers in California, Californians are confronted with real difficulties, that call for real solution. Japanese have settled in several rather restricted, fertile, agricultural areas, tending to form 'colonies,' relatively impervious to Americanization, and where the white population constitutes a minority. For this 'colonization,' the Californians are indeed in part responsible, since the strong opposition of a different social group has tended to prevent their wider distribution. It nevertheless constitutes a serious factor in the situation. Some Japanese, moreover, have evaded the spirit and purpose of our laws, especially in the matter of immigrant smuggling. And there is also the delicate patriotic question of the double allegiance of American-born Japanese children. These facts are widely felt to create an ominous situation requiring thorough-going legislative remedies. Japanese should be reminded, moreover, that a very considerable group in California earnestly desires to have these problems solved in ways that are at once honourable for Japan and safe for California.

"IV. In conclusion, we urge all men of goodwill, both in America and Japan, to join in expecting the best not the worst and in finding a real solution. For this, time and patience, open-mindedness and sincerity, with friendly hearts and wise heads are absolutely necessary. Legislation in Tokyo and in Washington, after mutual conference and agreement, should be enacted to rectify the difficulties of double allegiance, of local congestion and of immigration, on principles that are just and honourable for all."

Rev. William I. Haven, Chairman.  
F. B. Brockman, Secretary.  
Rev. Sidney L. Gulick, Secretary.  
Rev. Henry A. Atkinson.  
Rev. Arthur J. Brown.  
Hamilton Holt.  
Charles D. Hurrey.  
Rev. Albert G. Lawson.  
Rev. Frederick Lynch.  
Rev. Frank Mason North.  
Rev. Doremus Scudder.  
F. P. Turner.  
Robert E. Spear.

NOT SUPER-MEN.  
The Government, not being super-men, look small by the side of the super-problems.—  
Lord Milner.

The Banque Industrielle de Chine beg to inform the holders of the temporary bonds of the Credit National 1919, which have been subscribed through them, that same must be exchanged in their Paris Office for definite bonds before March 1921.

## AFTER SUN-SET.

THE STRANGE MALADY OF A YOUNG GIRL IN SINGAPORE.

Syed Abdollah Alsagoff, son of the late Syed Alsagoff, the famous merchant of Singapore, says:—  
"I cannot but think that Dr. Williams' Pink Pills were the means of saving my sister's life. Everybody marvelled at her cure." The facts of this young lady's case, as related by her brother on her behalf, are as follows:—

"Some time ago my sister was suffering from Anaemia and a sort of fever which came on every evening soon after sun-set. We had her under medical treatment, but gradually she got worse and worse. Her face was pale and haggard, she became so thin that she was nothing but skin and bone and distressing to look upon. Sleeplessness troubled her greatly, her appetite was very poor and she only wanted to eat sour things. She became so weak that for many months she was confined to her room.

"I despaired for her recovery until one day I read that Dr. Williams' Pink Pills are a cure for diseases of this character. Then I persuaded my sister to try these famous Pills, and the experiment proved a great success. The first bottle of Dr. Williams' Pink Pills relieved her considerably and produced signs of decided improvement. So she continued taking them until she was entirely well. She is now strong and healthy, has a good appetite and has increased in weight. The fever has disappeared.

Although styled by the alliterative title "Dr. Williams' Pink Pills for Pale People," Dr. Williams' Pink Pills have been used and eulogized by people of almost every race and clime for over thirty years as the world's great remedy for disorders arising from impure, watery blood or disordered nerves. They are obtainable from medicine vendors everywhere, also, post free, 1 bottle for \$1.50, six bottles for \$8, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai.

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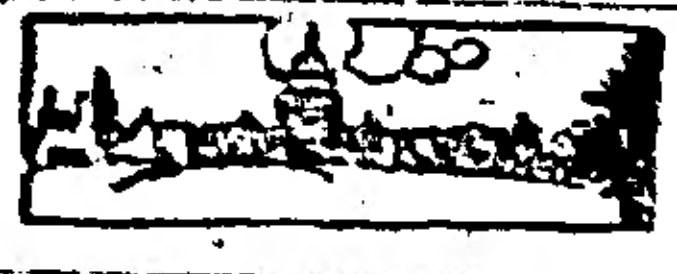
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# CAMERA NEWS



**PRESIDENT OF GERMANY.**  
President Ebert of Germany photographed in the garden of his home in Berlin.



**IRISH SCENES.**

Top picture shows damage done at Tubbercurry (Sligo), whilst below is seen funeral of a policeman shot by Sinn Feiners at Cork.



**FAMOUS DANCERS.**

Anna Pavlova (top) is here seen arriving in America with her troupe of Russian dancers.



**NEW AUSTRIAN UNIFORMS.**

Tall feathers and plumes add a picturesque touch to the new uniforms adopted by the Hungarian army. The photo shows the Hungarian war minister, General Stephen Stroter, and his staff in their new regalia.



**DANISH WOMEN VOTERS.**

Photo shows Danish women voting during the recent elections.

## DOINGS OF THE DUFFS

Helen Has Seen Tom Perform With a Duck Before.

BY ALLMAN.









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**HONGKONG TO VANCOUVER**  
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Empress of Russia	Dec. 15	Jan. 3
Monteagle	Dec. 31	Jan. 24
Empress of Asia	Jan. 13	Jan. 31
Empress of Japan	Jan. 19	Feb. 9
Empress of Russia	Feb. 10	Feb. 28
Empress of Japan	Mar. 15	Apr. 5
Empress of Asia	Mar. 31	Apr. 18
Monteagle	Apr. 7	May 1
Empress of Russia	Apr. 28	May 16
Empress of Japan	May 10	May 31
Empress of Asia	May 26	June 13

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## SAILING DATES.

Europe, U.S.A., Etc.

Kanowna	P. & O.	Dec. 2
Tissondari	J. C. J. L.	Dec. 3
China	C. M. Co.	Dec. 4
Lima	M. N. Y. K.	Dec. 4
Thesus	B. & S.	Dec. 7
Hathaway	S. & D.	Dec. 7
West Jappa	F. W. Co.	Dec. 8
Hakodate	M. N. Y. K.	Dec. 9
Tokuyo	M. T. K. E.	Dec. 9
Van Waerwyck	J. C. J. L.	Dec. 9
Somali	P. & O.	Dec. 10
Telemachus	B. & S.	Dec. 10
West Hika	L. A. Co.	Dec. 11
Kangean	J. C. J. L.	Dec. 13
Changsha	S. & S.	Dec. 13
Fushimi	M. N. Y. K.	Dec. 14
C. of Lincoln	B. L.	Dec. 15
Suruga	A. L.	Dec. 15
Kamakura	M. N. Y. K.	Dec. 17
Devanha	P. & O.	Dec. 17
Delight	F. W. Co.	Dec. 20
Alchiba	J. C. J. L.	Dec. 20
Pyrhus	B. & S.	Dec. 21
Tango	M. N. Y. K.	Dec. 22
Orestes	B. L.	Dec. 22
Demodocus	B. & S.	Dec. 24
W. Carmona	S. & D.	Dec. 25
Eurana	S. & D.	Dec. 25
Katori	M. N. Y. K.	Dec. 26
Tanda	P. & O.	Dec. 29
Montague	A. L.	Dec. 29
Tyndareus	B. & S.	Dec. 30
C. of Agra	R. L.	Dec. 30
Siberia	M. T. K. E.	Dec. 31
St. Albans	P. & O.	Dec. 31
Scilla	P. & O.	Dec. 31
Rhesus	B. & S.	Jan. 4
Bolton	C. D. & Co.	Jan. 6
Atsuta	M. N. Y. K.	Jan. 7
Machao	B. & S.	Jan. 11
Dilwara	P. & O.	Jan. 11
Nanking	C. M. Co.	Jan. 12
Laomedon	B. & S.	Jan. 13
Tenyo	M. T. K. E.	Jan. 13
Tydeus	B. & S.	Jan. 13
Tajima	M. N. Y. K.	Jan. 20
Borneo	J. C. J. L.	Jan. 21
Teucer	B. & S.	Feb. 1

Japan, Coast Ports, Etc.

Dunera	P. & O.	Dec. 2
Taksang	J. M. Co.	Dec. 2
Hangsang	J. M. Co.	Dec. 2
Sunning	B. & S.	Dec. 2
Chaksang	J. M. Co.	Dec. 2
Taming	B. & S.	Dec. 3
West Luis	S. & D.	Dec. 8
Haiching	D. L. Co.	Dec. 8
Yuenang	J. M. Co.	Dec. 8
Borneo	M. D. & Co.	Dec. 4
Tjileboet	J. C. J. L.	Dec. 4
St. Albans	P. & O.	Dec. 4
Chenan	B. & S.	Dec. 4
Kwaisang	J. M. Co.	Dec. 4
Kwongsang	J. M. Co.	Dec. 5
Scilla	P. & O.	Dec. 5
Taketoyo	M. N. Y. K.	Dec. 5
Suiyang	B. & S.	Dec. 7
Chinhua	B. & S.	Dec. 7
Haihong	D. L. Co.	Dec. 7
Tanda	P. & O.	Dec. 8
Tissondari	J. C. J. L.	Dec. 8
Kangoon	M. N. Y. K.	Dec. 8
Sinkiang	B. & S.	Dec. 9
Hailong	D. L. Co.	Dec. 10
Shidzuohu	M. N. Y. K.	Dec. 10
Yotorfu	M. N. Y. K.	Dec. 10
Nippon	D. & Co.	Dec. 10
Presia	P. M. Co.	Dec. 12
Hukuto	M. D. & Co.	Dec. 13
Banca	P. & O.	Dec. 14
Nikko	M. N. Y. K.	Dec. 18
Yeboshi	M. N. Y. K.	Dec. 18
Tsushima	M. N. Y. K.	Dec. 18

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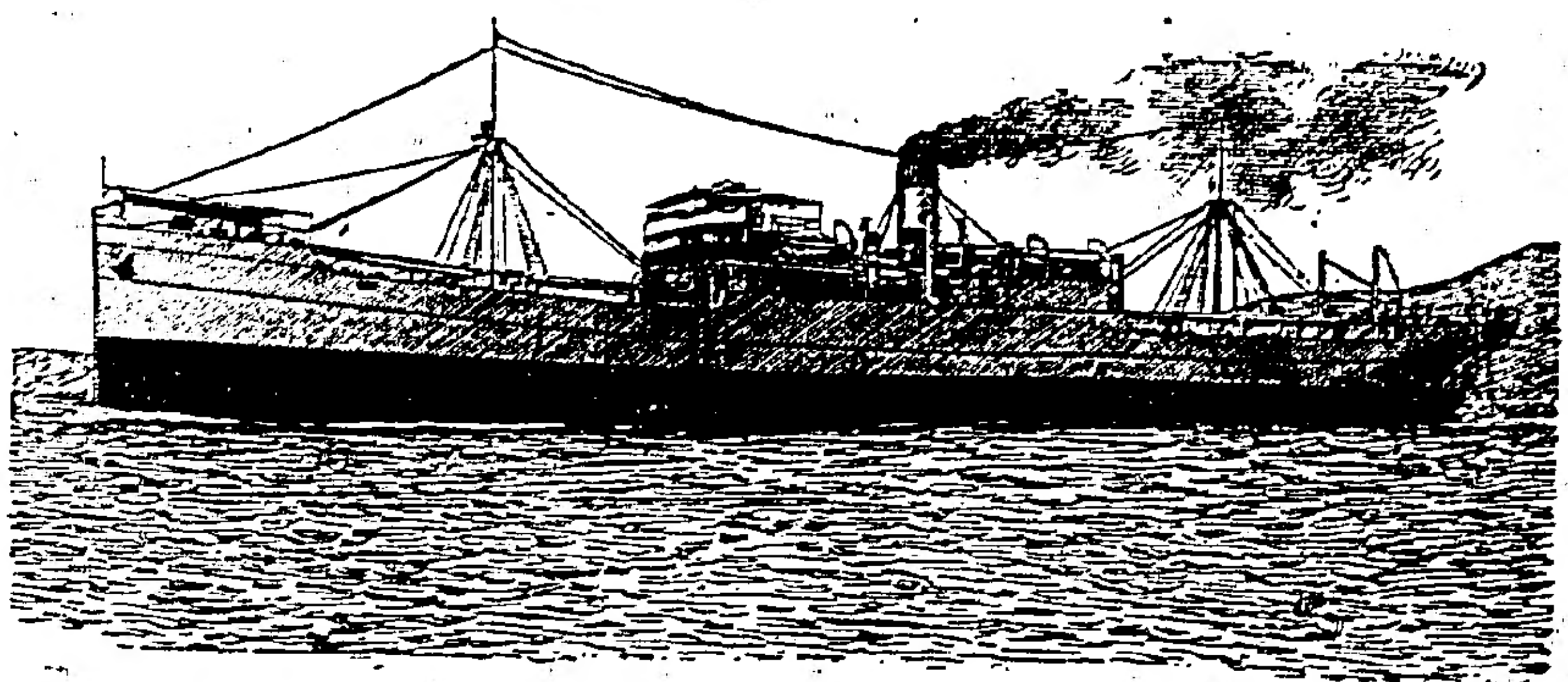
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DUNERA	5,400	12th Dec.	S'pore, Colombo & B'bay.
DEVANHA	5,100	12th Dec.	M'les, London & Antwerp.
SICILIA	7,000	31st Dec.	M'les, London & Antwerp.
DILWARA	5,400	11th Jan.	S'pore, Colombo & B'bay.

**BRITISH INDIA-APCAR SAILINGS (South)**

TANDA	7,000	29th Dec.	Calcutta via Singapore, Penang and Rangoon.
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**EASTERN & AUSTRALIAN SAILINGS (South)**

KANOWSA	7,000	2 Dec. noon	McMurrays via Sandakan, Thure Island, Calcutta, Townsville, Brisbane and Sydney.
ST. ALBANS	4,500	22nd Dec.	

**SAILINGS TO SHANGHAI & JAPAN.**

DUNERA	5,400	2nd Dec. 6 a.m.	Shanghai only.
ST. ALBANS	4,500	4th Dec.	Japan direct.
SICILIA	7,000	3rd Dec. 4 p.m.	Shanghai, Moji, Kobe, Yokohama.
TANDA	7,000	8th Dec.	Shanghai & Japan.
BANCA (Cargo)	6,000	14th Dec.	Shanghai & Japan.

\* Omits Sandakan.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 5 ft. X 3 ft. X 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

**MACKINNON, MACKENZIE & CO.**

22, Des Vieux Road Central

**N. Y. K.****NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE &amp; VICTORIA via Manila, Shanghai &amp; Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee &amp; St. Paul Railways.

PUSHIMI MARU (Omitting Manila) Tuesday, 14th Dec., at 11 a.m.

KATORI MARU ... Tuesday, 23rd Dec., at 11 a.m.

TAMIMA MARU ... Thursday, 23rd Dec., at 11 a.m.

LONDON &amp; ANTWERP via Singapore, Penang, Colombo, Suez Port Said &amp; Marseilles.

KAMO MARU ... Friday, 10th Dec., at 11 a.m.

IYO MARU ... Friday, 24th Dec., at 11 a.m.

ATSUTA MARU ... Friday, 7th Dec., at 11 a.m.

HAMBURG, LONDON &amp; ROTTERDAM via Suez.

LIMA MARU ... Saturday, 4th December.

MARSEILLES &amp; LIVERPOOL via Suez.

KAMAKURA MARU ... Sailing from Singapore Middle of Dec.

SYDNEY &amp; MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville &amp; Brisbane.

TANGO MARU ... Wednesday, 23rd Dec., at 11 a.m.

NIKKO MARU ... Middle of January.

NEW YORK via Manila, Java, Straits &amp; Suez.

SOUTH AMERICAN PORTS via Cape.

HAKODATE MARU ... Sailing from Singapore Thurs. 9th Dec.

BOMBAY &amp; COLOMBO via Singapore.

TENSIN MARU ... Wednesday, 1st December.

CALCUTTA &amp; RANGOON via Singapore &amp; Penang.

TAKETOYO MARU ... Sunday, 5th December.

YEBOSHI MARU ... Saturday, 13th December.

JAPAN PORTS—Nagasaki, Kobe &amp; Yokohama.

NIKKO MARU ... Saturday, 13th Dec., at 11 a.m.

SHANGHAI, KORE &amp; YOKOHAMA.

RANGOON MARU ... (Omitting Yokohama) Wed. 8th Dec.

SHIDZUKA MARU ... Friday, 10th Dec., at 11 a.m.

YETOROFU MARU (Omitting Yokohama) Sat. 12th Dec.

TSUSHIMA MARU ... Saturday, 13th December.

For further information apply to—

**NIPPON YUSEN KAISHA.**

Telephone Nos. 292 &amp; 293. S. YASUDA, Manager.

Shipping to Europe, Australia, and other Ports.

**DODWELL & CO., LTD.****STEAMSHIP SERVICES.**

Regular Sailings to

FOR NEW YORK and/or BOSTON.

**S.S. "BOLTON CASTLE"**

About end of January.

**LLOYD TRIESTINO.**

FOR SHANGHAI.

S.S. "NIPPON" Sailing on or about 10th December.

**BRINDISI, VENICE & TRIESTE.**

Taking cargo on through Bills of Lading for Levant, Black Sea and Danube Ports via—SINGAPORE, PENANG &amp; COLOMBO.

S.S. "PERSIA" Sailing on or about 12th Dec. Passengers Luggage can be insured at the office of the Agent.

**NANYO YUSEN KAISHA LTD.**

(SOUTH SEA MAIL S.S. CO.)

Regular services between

**JAPAN, HONGKONG & JAVA.**

For JAVA, S.S. "BORNEO M." Sailing on or about 24th Nov.

**OCEAN TRANSPORT CO., LTD.**

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

**NATAL LINE OF STEAMERS.**

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co. Ltd., and Apco Lines.

For Freight or Passage on any of the above Lines apply to—

**DODWELL & CO., LTD., Agents.****AUSTRALIAN ORIENTAL LINE.**

HONGKONG TO PHILIPPINES &amp; AUSTRALIAN PORTS. SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	7th December.	13th December.

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

**Butterfield & Swire.**

Telephone No. 36.

**"ELLERMAN" LINE.**

(ELLERMAN &amp; BUCKNALL STEAMSHIP CO., LTD.)

**JAPAN, CHINA & STRAITS****TO****UNITED KINGDOM AND CONTINENT.**

For Steamer Sailing

LONDON &amp; ROTTERDAM "CITY OF LINCOLN" 15th Dec.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

**THE BANK LINE, LTD.,**

or to REISS &amp; Co. Canton.

General Agents.

**CLEN AND SHIRE**

JOINT SERVICE OF STEAMERS.

U.K., STRAITS, CHINA &amp; JAPAN Service.

OUTWARDS.

Vessel.	Due Hongkong.
"GLENADE"	7th Jan.
"GLENLUCE"	7th Jan.
"GLENARA"	18th Jan.

HOMEWARDS.

Vessel.	Leaves Hongkong.	Discharges.
"GLENSHANE"	1st Dec.	GENOA, LONDON, ANTWERP AND ROTTERDAM.
"GLENOGLE"	10th Dec.	GENOA, LONDON & ROTTERDAM.

Movements are subject to change without notice.

For freight or further particulars please apply to—

**JARDINE, MATHESON & CO., LTD.**AGENTS: **THE GLEN LINE, LTD.**

Telephone No. 215, sub-ex. 23 and 3696.

COASTAL SHIPPING.

**INDO CHINA STEAM NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
KOBE	Chaksang	Thurs. 2nd Dec. at 10 a.m.
MANILA	Yuensang	Fri. 3rd Dec. at 3 p.m.
STRAITS & Calcutta	Kwaisang	Sat. 4th Dec. at 2 p.m.
SHANGHAI	Kwonsang	Sun. 5th Dec. at d'light.

CALCUTTA LINE—This Line now affords regular sailings to

Calcutta, Penang and Singapore; Returning from Calcutta

steamers proceed via Straits and Hongkong to Japan

occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted

with Electric Light &amp; Fans and carry a fully qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between

Canton and Shanghai, sometimes calling at Swatow. Through

tickets can be obtained and through Bills of Lading are issued

all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila, by

vessels with good passenger accommodation, sailings from

both ports every Friday.

HAI-PHONG LINE—Sailings approximately weekly for passengers

and cargo, calling at Hoibow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and

Sandakan by a steamer having up-to-date accommodation

for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton,

Labuan, Tawao and Lahad Datu.

TIENTSIN LINE—A regular service is run from March to Nov.

between Hongkong &amp; Tientsin calling at Weihaiwei &amp; Chefoo.

**CALCUTTA LINE.**

S.S. "KWAISANG" will be despatched on or about Saturday, 4th Dec., at 2 p.m. for SINGAPORE, PENANG &amp; CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM &amp; MADRAS &amp; DUTCH EAST INDIES.

For Freight or Passage apply to—

**JARDINE MATHESON & CO., LTD.**

General Managers.

Telephone No. 215.

**C. N. C.****CHINA NAVIGATION CO., LTD.**

SAILINGS SUBJECT TO ALTERATION.

For	Steamers.	To Sail.
SHANGHAI & TSINGTAO	Chenan	4th Dec. at 4 p.m.
MANILA, CEBU & ILOILO	Taming	4th Dec. at 4 p.m.
SWATOW & BANGKOK	Chinhua	7th Dec. at 10 a.m.
AMOY, SHAI & PUKOW	Suiyang	7th Dec. at 4 p.m.
SHANGHAI	Sinkiang	9th Dec. at noon.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidships. Electric Light and Fans in Saloon and State-rooms. Regular scheduled service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking cargo on through Bills of Lading to all Yangtze, and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'tow.

For Freight or Passage apply to

**BUTTERFIELD & SWIRE.**

Telephone No. 36.

Hongkong Dec. 2, 1920.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG &amp; SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers. Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN. (Occupying 9 to 10 days.)

Steamships.	Captain	Leaving.
Haihong	A. H. Stewart	FRI. 3rd Dec. at noon.
Hailong	W. C. Passmore	TUES. 7th Dec. at noon.
Hailong	J. S. Thomson	FRI. 10th Dec. at noon.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier). For Freight and Passage, apply to

**Douglas Lapraik & Co.,**  
General Managers.**HONGKONG, CANTON & MACAO STEAMERS.**

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION CO., LTD.

**HONGKONG-CANTON LINE.**

Sailing—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m. From Canton daily at 8 a.m. and 6 p.m. Sundays 5 p.m. only.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

**HONGKONG-MACAO LINE.**

Until further notice there will only be one steamer sailing hence daily at 5 p.m. Sundays 6.30 p.m. and returning from Macao daily at 8.30 a.m. Sundays 2 p.m. Mondays 7.30 a.m. Further information may be obtained at the Company's Office, Hotel Mansion or from Messrs. Thos. Cook &amp; Son, Booking Agents, Hongkong.

**MOVEMENTS OF STEAMERS.**

The V. Y. K. s.s. TSUSHIMA MARU. (Hamburg Line.) left Antwerp for this port via Suez on the 24th Oct. and is expected here on the 5th Dec.

The N. Y. K. s.s. RANGOON M. (Calcutta Line.) left Calcutta for the port via Singapore on the 13th Nov. and is expected here on the 7th December.

The N.Y.K. s.s. TOKUSHIMA M. (Liverpool Line.) left Liverpool for this port via Suez on the 3rd Nov. and is expected here on the 13th December.

The N. Y. K. s.s. YETOROFU M. (Bombay Line.) left Bombay for this port direct on the 23rd Nov. and is expected here on the 17th Dec.

The N. Y. K. s.s. NIKKO M. (Australian Line.) left Sydney for Hongkong via ports on the 27th Nov. and is expected here on the 17th December.

The R. M. S. EMPRESS OF ASIA, arrived at Yokohama on 23th Nov.; left there 27th Nov. at noon due at Vancouver, B.C. on 6th Dec.

The P. &amp; O. s.s. SICILIA left Singapore for this Port on the 29th instant at 8 a.m. and is due here on the 5th Dec. at about 7 a.m.

The s.s. METHVEN, arrived at Hongkong on 27th Nov. left here 29th Nov., due at Singapore on 4th Dec.

The N. Y. K. s.s. TAKETOYO M. (Calcutta Line.) left Moji for this port direct on the 29th Nov. and is expected here on the 4th Dec.

The P. &amp; O. s.s. ST. ALBANS, left Manila for this Port on the 30th Nov. at 4 p.m. with the Australian Mails, and is due here on the 3rd instant at about daylight.

The R. M. S. EMPRESS OF RUSSIA, arrived at Yokohama on 30th Nov. leaves there 30th Nov. and is due at Hongkong on 11th December.

The N. Y. K. s.s. LIMA M. (Hamburg Line.) left Kobe for this port via Shanghai and Dairen on the 24th Nov. and is expected here on the 12th December.

The N. Y. K. s.s. KAMO M. (European Line.) left Kobe for this port via Moji and Shanghai on the 30th Nov. and is expected here on the 9th Dec.

The N. Y. K. s.s. YOKOHAMA M. (European Line.) left London for this port via Suez, on the 27th Nov. and is expected here on the 6th January.

The T. K. K. s.s. KOKEA M. left Nagasaki on the 30th afternoon, and is expected to arrive here on the 3rd inst.

The T. K. K. s.s. KOREA M. sailed from Nagasaki on Nov. 30th and is due at this port on the 3rd instant.

The B. I. Co. s.s. TANDA, left Singapore for this Port on the 1st instant, and is due here on the 7th instant at about evening.

**UNCLAIMED TELEGRAMS.**

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here—

Nelson Ade Customs, from

Hankow.

Chandler, Steamer Nanking,

from Tientsin.

Tait, from Shanghai.

Rodwell, from New York.

Tyufong, from Hankow.

Ralph Dorr, Hongkong Hotel,

from Shanghai.

Cheongwailam c/o Cheongzee,

West Desvoeux Road, from

Amoy.

Lifung from Shanghai.

Scandalia, from Yokohama.

N. LUND,

Act. Superintendent

Hongkong, Nov. 25, 1920.

EASTERN EXTENSION AUSTRAL

ASIA &amp; CHINA TELEGRAPH CO.

Donald Graser, from London.

Soares Portuguese Consulate,

from Singapore.

Thomson, from Hankow.

M. E. F. ABEY,

Superintendent,

Hongkong, Nov. 25, 1920.

**JAVA-CHINA-JAPAN LIJN.**

Regular fortnightly service between

**JAVA, CHINA and JAPAN.**

Steamer	From	Expected on or about	Will leave on or about	For
Tjileboet	Java	in port	4th Dec.	Japan.

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia.

ALSO OPERATING

**JAVA PACIFIC LIJN.**

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjilondari	San Francisco	4th Dec.	8th Dec.	Java.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

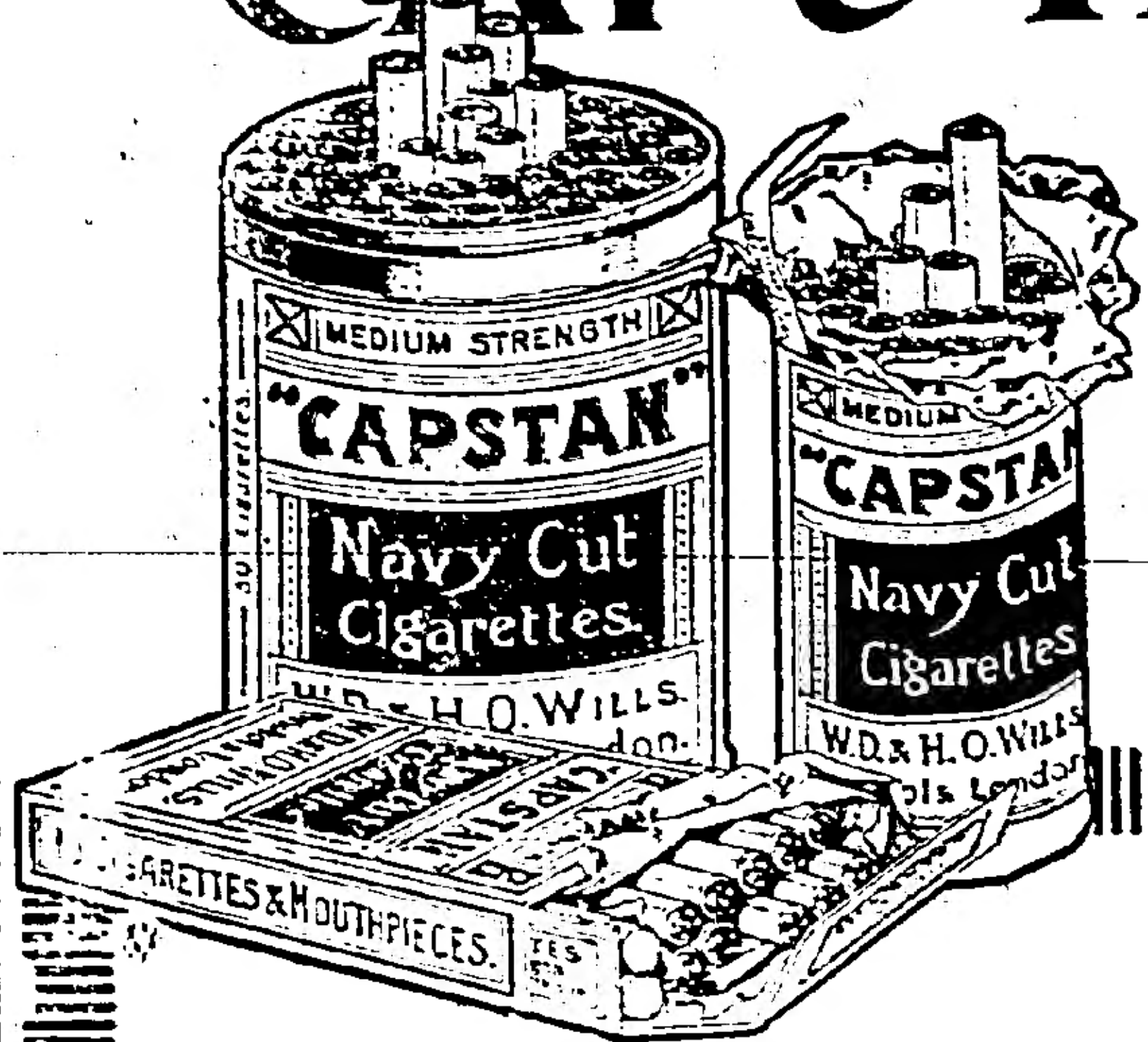
**Java-China-Japan Lijn.**

Telephone No. 1574.



## NOTICES.

# "CAPSTAN"



Navy Cut  
Cigarettes

"CAPSTAN" Tobacco  
for the Pipe

THE STANDARD OF QUALITY

AND

THE CIGARETTE FOR THE  
CONNOISSEUR.

Sold by all Tobacconists.

This advertisement is owned by British-American Tobacco Co., Ltd.

## HOTELS.

## THE HONGKONG HOTEL CO., LTD.

OPERATING:-

THE HONGKONG HOTEL,  
HOTEL MANSIONS,  
THE REPULSE BAY HOTEL,  
AND THE  
HONGKONG HOTEL GARAGE

J. H. TAGART,  
Manager.

## KING EDWARD HOTEL.

CENTRAL LOCATION.  
ELECTRIC LIFTS AND LIGHTING.  
TELEPHONE ON EACH FLOOR.  
HOTEL LAUNCH MEETS ALL STEAMERS.  
Tel. 373. Telegraphic Address: "VICTORIA"  
J. WITCHELL,  
Manager.

## THE PEAK HOTEL.

1,500 FEET ABOVE SEA LEVEL.  
15 MINUTES FROM LANDING STAGE.  
UNDER THE MANAGEMENT OF  
MRS. BLAIR.

## EUROPE HOTEL, SINGAPORE.

UNDER NEW BRITISH MANAGEMENT.  
THE PREMIER HOTEL. FINEST SITUATION.  
EXCELLENT CUISINE.  
ARTHUR E. ODELL,  
(Late Grand Hotel, Southcliffe, England and  
Royal Palace Hotel, London, W.)

KINGSLERE HOTEL MID-LEVEL.  
CRAIGIEBURN HOTEL THE PEAK  
KNUTSFORD HOTEL KOWLOON  
SACHSE, LENNOX & Co., General Agents  
Are resident Managers.

## ENTERTAINMENTS.

# THE CORONET

TO-NIGHT 5.15 & 9.15

## "THE MIRACLE MAN."

At 7.15 p.m.

## "THE MYSTERY OF 13"

EPISODES 5 and 6.

## HONGKONG THEATRE

TO-NIGHT at 5.15 and 9.15 p.m.

MARY PICKFORD

## "THE FOUNDLING"

at 5.15 p.m.

## LIGHTNING BRYCE

Episode 15 (Final).

## NOTICE.



MITSUBISHI SHOJI  
KAISHA, LTD.

(MITSUBISHI) TRADING CO. LTD.  
COAL, GENERAL IMPORTS AND  
EXPORTS.

SOLE PROPRIETORS OF COAL MINES OF  
YAMAGUCHI, OCHI, MUTSU, KIMURA,  
YOSHINO, KANAGAWA, KANAZAWA, SATO,  
SHINJUKU, KANAGAWA, KANAZAWA, SATO,  
SHINJUKU, KANAGAWA, KANAZAWA, SATO.

Agents for SAKITO COAL.

HEAD OFFICE, TOKYO.

BRANCHES AND REPRESENTATIVES:-  
NAGASAKI, KARATSU,  
WAKAMATSU, MOJI, KURE, KOBE,  
OSAKA, TSURUGA, NAGOYA,  
YOKOHAMA, TOKYO, HAKODATE,  
MOROKAWA, OTSU, YAMAGUCHI,  
TOKYO, PEKING, TIENTSIN, Dairen,  
TUNGTAO, TSIANANFU, HANKOW,  
SHANGHAI, HONGKONG, CANTON,  
MANILA, SINGAPORE, SOERABAYA,  
LONDON, PARIS, NEW YORK &  
SEATTLE.

Cable Address:- "IWASAKI,"

Codes:- A.I.B.C. 5TH ED.  
Western Union and Bentley.

AGENCY FOR:- THE MITSUBISHI  
MARINE AND FIRE INSURANCE  
CO.  
THE OSAKA MARINE & FIRE  
INSURANCE CO.

For Particulars Apply to:-

S. KOMURA, Manager.

No. 14, Pedder Street Hongkong.

## TIDE TABLE.

29th Nov. to 5th Dec. 1920.

Day	High Water	Low Water	Day	High Water	Low Water
Mon. 29	11 17a	5 0	Wed. 1	11 12a	4 57
Tues. 30	11 54a	5 0	Thurs. 2	11 22a	5 0
Wed. 1	12 0	5 0	Fri. 4	12 0	5 0
Thurs. 2	12 12a	5 0	Sat. 5	12 12a	5 0
Fri. 3	12 24a	5 0	Sun. 6	12 24a	5 0
Sat. 4	12 36a	5 0			
Sun. 5	12 48a	5 0			
Mon. 6	1 0	5 0			

Day	High Water	Low Water	Day	High Water	Low Water
Mon. 29	11 17a	5 0	Wed. 1	11 12a	4 57
Tues. 30	11 54a	5 0	Thurs. 2	11 22a	5 0
Wed. 1	12 0	5 0	Fri. 4	12 0	5 0
Thurs. 2	12 12a	5 0	Sat. 5	12 12a	5 0
Fri. 3	12 24a	5 0	Sun. 6	12 24a	5 0
Sat. 4	12 36a	5 0			
Sun. 5	12 48a	5 0			
Mon. 6	1 0	5 0			

Printed and Published for the Proprietor, by Alfred Morris, at  
Lee House Street, in the City of Victoria, Hongkong.

## POST OFFICE.

Registered and Parcel Mails are  
closed 15 minutes earlier than the  
time given below unless other-  
wise stated, and where mails are  
advertised to close at or before  
9 a.m. registered and parcel mails  
are closed at 5 p.m. on the pre-  
vious day.

## INWARD MAILS.

Shanghai-Per SUIYANG, 3rd  
Dec.  
Manila and Australia-Per  
ST. BLBANS, 3rd Dec.  
Japan-Per TAKEYOYO M., 4th  
Dec.  
Japan-Per SILICIA, 5th Dec.  
Straits-Per TSUSHIMA M., 5th  
Dec.  
Manila and Australia-Per  
CHANGSHA, 7th Dec.  
Manila and Calcutta-Per  
TANDA, 7th Dec.  
Straits & Calcutta-Per RAN-  
GOON M., 7th Dec.

## OUTWARD MAILS.

To-morrow.  
\*Straits, \*Bangkok, \*Calcutta &  
\*Aden-Per M.S. DOLLAR,  
5 p.m.  
Saigon-Per TELEMACHUS, 9  
a.m.  
Japan-Per CHAKSANG, 5  
p.m.  
Philippine Is.-Per YUEN  
SANG, 2 p.m.  
Swatow, Amoy and Foochow-  
Per HAICHING, 11 a.m.  
Saturday, 4th Dec.  
\*Japan-Per TULEBOET, 5  
p.m.  
Shanghai & North China-Per  
KWONGSANG, 5 p.m.  
Saigon, \*Straits and \*Bangkok-  
Per UNNAN M., 10 a.m.  
Philippine Is.-Per TAMING,  
3 p.m.  
Straits, Bangkok, Calcutta &  
Aden-Per KWAI SANG,  
1 p.m.  
Shanghai and N. China-Per  
CHENAN, 3 p.m.

## SHIPPING.

## VESSELS ARRIVED.

Coal was delivered here by the  
O.S.K.'s AMAKUSA M. (1,100  
tons) from Keelung, and the  
M. B. K.'s FUJIAN (2,300 tons)  
from Keelung-Mooring O. S. K.  
Wharf and B 32.  
From Bangkok the CHINHUA  
brought this morning 2,000 tons  
of general cargo and lumber for  
Hongkong.  
From Seattle the United States  
Shipping Board's CITY OF  
SPOKANE, operated by the  
Admiral Line, arrived this morn-  
ing with 165 tons of flour,  
machinery and general cargo for  
Hongkong and 7,500 tons of  
beans, flour, etc. for other  
ports.-Mooring A 6.  
The HONG MOH came this  
morning from Rangoon and  
Singapore with 1,600 tons of  
general cargo. She carried 1,064  
passengers for Amoy and Swatow.  
-Mooring B 12.  
The M. S. DOLLAR arrived  
yesterday afternoon from Van-  
couver with 191 tons of general  
merchandise and 521 tons of wood  
for Hongkong. She brought the  
mails from Canada.-Mooring A  
23.

CLEARANCES AND  
DEPARTURES.

The s.s. DRUFAR left to-day  
for Basra with 200 tons.  
The French vessel JADE de-  
parted at 9 a.m. to-day with 250  
tons.  
The GLENSHANE left for  
London to-day at 7 a.m. with 500  
tons.  
The CHAKSANG departed for  
Kobe at noon with 100 tons.  
The KANOWNA left for Mel-  
bourne at noon to-day.

## WEATHER REPORT.

Dec. 24, 12h. 30m.-No returns  
from Japan and Indo-China.  
Pressure has increased slightly  
over the Philippines, and de-  
creased slightly to moderately  
elsewhere; the anticyclone has  
weakened.

Hongkong Rainfall for the 24  
hours ending at 10 a.m. to-day:  
0.02 inch. Total since January  
1st, 195.09 inches, against an  
average of 52.05 inches.

FORECAST FOR THE 24 HOURS  
ENDING AT NOON TO-MORROW.

District	Forecast
1 Hongkong to Gap Rock	N.E. winds, moderate; cloudy; occasional rain.
2 Formosa Channel	N. winds, moderate.
3 South coast of China between H.K. & Lamocks	The same as No. 1.
4 South coast of China between H.K. & Fainan	The same as No. 1.

C. W. JEFFRIES, Director.  
H.K. Observatory, Dec. 2.

## METEOROLOGICAL.

Previous Day	on date.	on date.
Barometer	29.89	29.93
Temperature	68	71
Humidity	90	78
Wind Direction	E.	E. CALM.
Wind Force	4	0
Weather	od	od
Rain	0.00	0.00
Highest open air Temperature on the	1st	71
Lowest open air Temperature on the	2nd	69

H.K. Observatory, Dec. 2, 1920.  
C. W. JEFFRIES, Director.

## GRAND HOTEL DE PEKIN

PEKING, CHINA.

Tel. Address: "GRAND HOTEL"  
Peking.

THE ONLY HOTEL DE LUXE IN THE FAR EAST.

Afternoon d'ansant, daily.

Beautiful new steel and concrete fire proof building with  
six floors, 3 lifts; 200 rooms, each with private bath and city  
telephone; and a spacious roof garden overlooking the romantic  
Imperial Palace, the Legation Quarter, the Rockefeller  
Institute, and the entire city.

Unexcelled cuisine, with French chef. Banquets a  
specialty. Wines of the best districts of France.

Large playground for children in the park of the hotel,  
which is the healthiest location in the city.

THOS. COOK & SON, Headquarters, in the building.  
Motor bus meets all trains.

L. M. MAILLE,  
Manager.



SOLE AGENT,  
MUTSUI BUSSAN KAISHA, LTD.,  
HONGKONG.